



CITY COUNCIL MEETING
Council Chamber, Burnaby City Hall
4949 Canada Way, Burnaby, B. C.

OPEN PUBLIC MEETING AT 7:00 PM
Monday, 2018 March 12

A G E N D A

1.	<u>CALL TO ORDER</u>	<u>PAGE</u>
2.	<u>MINUTES</u>	
	A) Open Council Meeting held 2018 March 05	1
3.	<u>PROCLAMATION</u>	
	A) World Down Syndrome Day (2018 March 21)	
4.	<u>DELEGATION</u>	
	A) Tourism Burnaby Re: 2017 Results for Tourism Burnaby & 2018 Objectives & Plans, 2017 Pat Quinn Classic <u>Speakers:</u> Nancy Small, Executive Director, Tourism Burnaby Jennifer Scott, Senior Manager, Sport Burnaby	24
5.	<u>REPORTS</u>	
	A) Community Heritage Commission Re: City of Burnaby Archives Annual Report 2017	25
	B) Planning and Development Committee Re: Burnaby Transportation Plan Update: Outcomes from the Phase 1 Public Consultation and Phase 2 Scope	30
	C) City Manager's Report, 2018 March 12	48

6. MANAGER'S REPORTS

1. MUNICIPAL ASSET MANAGEMENT PROGRAM – GRANT APPLICATION 49

Purpose: To obtain a Council resolution for the submission of a Municipal Asset Management Program grant application to assist with the development of a Parks Playground Asset Management Plan.

2. 2018 UBCM RESOLUTIONS 51

Purpose: To present resolutions for submission to the 2018 Union of BC Municipalities (UBCM) Convention.

7. BYLAWS

A) First Reading

A) #13852 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 2, 2018 - Rez. #17-37 (Unit #18 - 5901 Broadway) From C1 Neighbourhood Commercial District to CD Comprehensive Development District (based on C1 Neighbourhood Commercial District and C2h Community Commercial District, and in accordance with the development plan entitled "Jak's Liquor Store" prepared by David Wong with WHG Design) **13852**
Purpose - to permit a license retail store (LRS) within an existing commercial shopping centre
(Item 5(7), Manager's Report, Council 2018 February 26)

B) #13853 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 4, 2018 - Rez. #17-08 (8650 University Crescent) From CD Comprehensive Development District (based on P11e SFU Neighbourhood District) to Amended CD Comprehensive Development District (based on the P11e SFU Neighbourhood District and SFU Community Plan as guidelines, and the development plan entitled "SFU Parcel 21" prepared by Local Practice Architecture + Design Ltd.) **13853**
Purpose - to permit the construction of two low-rise rental residential buildings, an amenity building, and a single-level underground parkade
(Item 6(8), Manager's Report, Council 2018 March 05)

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- C) #13854 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 5, 2018 - Rez. #16-35 (5180 Lougheed Highway) From M2 General Industrial District and CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "5180 Lougheed Highway: prepared by Raffi Architects Inc.)
Purpose - to permit the construction of a 46 storey high-rise residential building with three storey, street fronting townhouses.
(Item 6(7), Manager's Report, Council 2018 March 05) **13854**
- D) #13855 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 6, 2018 - Rez. #17-10015 (4049, 4127/75/95, 4241 Ledger Avenue; 4220 Norland Avenue, and a portion of 4038 Norland Avenue)
From P2 Administration and Assembly District and R4 Residential District to CD Comprehensive Development District, and M2 General Industrial District and the Central Administrative Area as guidelines, and the development plan entitled "Municipal Works Yard" prepared by Vector Engineering Services Ltd.)
Purpose - to permit the construction of a temporary municipal works yard, and to permit the adaptive reuse of the subject site for parking in the future
(Item 6(11), Manager's Report, Council 2018 March 05) **13855**
- E) #13856 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 7, 2018 - Rez. #17-10014 (7647 Willard Street)
From P2 Administration and Assembly District to A2 Small Holdings District
Purpose - to bring the subject property into conformance with the adopted Big Bend Development Plan's land use designation and Provincial Agricultural Land Reserve
(Item 6(10), Manager's Report, Council 2018 March 05) **13856**
- B) First, Second and Third Reading**
- F) #13857 - Burnaby Business Improvement Area (Burnaby North Road) Bylaw 2013, Amendment No. 1, 2018
A bylaw respecting Burnaby North Road Business Association
(Item 5(E), FMC Report, Council 2018 March 05) **13857**

- G) #13858 - Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 10, 2018 **13858**
A bylaw authorizing the expenditure of monies in the Capital Works, Machinery and Equipment Reserve Fund - \$1,600,000 to finance the Byrne Creek Artificial Sportsfield Replacement Project
(Item 6(4), Manager's Report, Council 2018 March 05)

- H) #13859 - Burnaby Local Improvement Fund Expenditure Bylaw No. 3, 2018 **13859**
A bylaw authorizing the expenditure of monies in the Local Improvement Fund - \$9,000 for the boulevard trees on Eglinton Street from Royal Oak Avenue to East Property Line 5268 Eglinton Street (Project No. 18-701 - Bylaw 13843)
(Item 6(B), Certificate of Sufficiency - Resident Initiated, Council 2018 February 05)

C) Consideration and Third Reading

- I) #13686 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 54, 2016 - Rez. #15-55 (4120/60, Ptn. of 4170 & 4180 Lougheed Hwy and Ptn. of 4161 Dawson - Tower 1) **13686**
From M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M51 Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District) to Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 - Tower 1" prepared by IBI Group Architects)
Purpose - to permit construction of Residential Tower I within Phase I of the Gilmore Station Master Plan site
(Item 7(12), Manager's Report, Council 2016 November 21)

Memorandum - Director Planning & Building - 2018 March 07 - Page 63

- J) #13687 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 55, 2016 - Rez. #15-56 (4120/60, Ptn. of 4170 & 4180 Lougheed Hwy and Ptn. of 4161 Dawson - Tower 2) **13687**
From M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M51 Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District) to Amended CD Comprehensive Development District (based on RM5s Multiple Family

Residential District and Brentwood Town Centre
Development Plan as guidelines, and in accordance with the
development plan entitled "Gilmore Station Phase 1 - Tower
2" prepared by IBI Group Architects)

Purpose - to permit construction of Residential Tower II
within Phase I of the Gilmore Station Master Plan site
(Item 7(13), Manager's Report, Council 2016 November 21)

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- K) #13688 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 56, 2016 - Rez. #15-57 (4120/60, Ptn. of 4170 & 4180 Loughheed Hwy and Ptn. of 4161 Dawson - Tower 3) From M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M51 Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District) to Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 - Tower 3" prepared by IBI Group Architects) Purpose - to permit construction of Residential Tower III within Phase I of the Gilmore Station Master Plan site (Item 7(14), Manager's Report, Council 2016 November 21) **13688**
- Memorandum - Director Planning & Building - 2018 March 07 - Page 77**

D) Third Reading, Reconsideration and Final Adoption

- L) #13838 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 2, 2018 - Text Amendment **13838**
- Purpose - to amend the Burnaby Zoning Bylaw 1965 in regard to (1) permitting lot area based on gross site area on lots rezoned to the CD District based in whole or in part on the RM, C, M, B and P Districts ; (2) to provide a methodology for measuring the height of accessory buildings in all zoning districts; (3) to clarify the design standards for private garages located within underground or structured parking; (4) to clarify maximum permitted lot coverage in the R4, R5, R9, and R12 Districts; and (5) to regulate the location of cannabis production, finishing, packaging, warehousing and distribution in relation to both medical and non-medical cannabis.
(Item 6(D), PDC Report, Council 2018 February 05)

E) Reconsideration and Final Adoption

- M) **#13827 - Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 42, 2017 - Rez. #17-19 (8339 Eastlake Drive) 13827**
From CD Comprehensive Development District (based on M5 and M5r Light Industrial District, B1 Suburban Office District and Lake City Business Centre as guidelines) to Amended CD Comprehensive Development District (based on M5 and M5r Light Industrial District, B1 Suburban Office District, and Lake City Business Centre as guidelines, and in accordance with the development plan entitled "Eastlake Campus" prepared by Chip Barrett Architect)
Purpose - to permit a minor increase in interior floor area (Item 5(8), Manager's Report, Council 2017 December 11)
Memorandum - Director Planning & Building - 2018 March 07 Page 84
- N) **#13836 - Burnaby Highway Closure Bylaw No. 2, 2018 13836**
(Road Closure #17-10000)
The purpose of the proposed bylaw is to close and remove the dedication of certain portions of highway - closure of unopened lane allowance between 4472 and 4482 Juneau Street (all that portion of lane in District Lot 119, Group 1, New Westminster District, dedicated by Plan 34795, containing 291.0m²) shown outlined on Reference Plan prepared by Christopher S. Cryderman, B.C.L.S.
(Item 7(12), Manager's Report, Council 2017 June 26)
- O) **#13845 - Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 5, 2018 13845**
A bylaw authorizing the expenditure of monies in the Capital Works, Machinery and Equipment Reserve Fund - \$2,568,000 to finance the Property Tax System Replacement Project
(Item 4(B), FMC Report, Council 2018 February 26)
- P) **#13846 - Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 6, 2018 13846**
A bylaw authorizing the expenditure of monies in the Capital Works, Machinery and Equipment Reserve Fund - \$1,200,000 to finance the RCMP 2018 Capital Projects January Funding Request
(Item 4(F), FMC Report, Council 2018 February 26)

- Q) #13847 - Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 7, 2018 **13847**
A bylaw authorizing the expenditure of monies in the Capital Works, Machinery and Equipment Reserve Fund - \$210,000 to finance the Deer Lake Renovation Projects Capital Funding Request
(Item 4(G), FMC Report, Council 2018 February 26)
- R) #13848 - Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 8, 2018 **13848**
A bylaw authorizing the expenditure of monies in the Capital Works, Machinery and Equipment Reserve Fund - \$4,502,300 to finance the 2018 February Engineering Capital Infrastructure Bylaw Funding Request - Transportation
(Item 5(C), FMC Report, Council 2018 March 05)
- S) #13849 - Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 9, 2018 **13849**
A bylaw authorizing the expenditure of monies in the Capital Works, Machinery and Equipment Reserve Fund - \$3,739,600 to finance the 2018 February Engineering Capital Infrastructure Bylaw Funding Request - Facilities Management
(Item 5(D), FMC Report, Council 2018 March 05)
- T) #13850 - Burnaby Bylaw Notice Enforcement Bylaw 2009, Amendment Bylaw No. 1, 2018 **13850**
A bylaw to amend the Bylaw Notice Enforcement Bylaw (Drinking Water Conservation Plan)
(Item 5(1), Manager's Report, Council 2018 February 26)
- U) #13851 - Burnaby Waterworks Regulation Bylaw 1953, Amendment Bylaw No. 1, 2018 **13851**
A bylaw to amend Burnaby Waterworks Regulation Bylaw 1953 (Drinking Water Conservation Plan)
(Item 5(1), Manager's Report, Council 2018 February 26)

8. **NEW BUSINESS**

9. **INQUIRIES**

10. **ADJOURNMENT**



COUNCIL MEETING MINUTES

Monday, 2018 March 05

An Open meeting of the City Council was held in the Council Committee Room, Burnaby City Hall, 4949 Canada Way, Burnaby, B.C. on Monday, 2018 March 05 at 6:30 p.m. followed immediately by a Closed meeting from which the public was excluded. At the conclusion of the Closed meeting, the Open meeting was reconvened at 7:00 p.m. in the Council Chamber.

1. CALL TO ORDER

PRESENT: His Worship, Mayor Derek R. Corrigan
Councillor Pietro Calendino
Councillor Sav Dhaliwal
Councillor Dan Johnston
Councillor Colleen Jordan
Councillor Paul McDonell
Councillor James Wang

ABSENT: Councillor Nick Volkow (*due to illness*)

STAFF: Mr. Lambert Chu, City Manager
Mr. Dipak Dattani, Director Corporate Services
Mr. Leon Gous, Director Engineering
Ms. Noreen Kassam, Director Finance
Mr. Dave Ellenwood, Director Parks, Recreation & Cultural Services
Mr. Lou Pelletier, Director Planning & Building
Mr. Dave Critchley, Director Public Safety & Community Services
Ms. Jennifer Wong, Staff Solicitor
Ms. Kate O'Connell, City Clerk
Ms. Blanka Zeinabova, Administrative Officer

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR WANG

THAT the Open Council meeting do now reconvene.

CARRIED UNANIMOUSLY

The Open Council meeting reconvened at 7:03 p.m.

2. MINUTES**A) Open Council Meeting held 2018 February 26**

MOVED BY COUNCILLOR WANG
SECONDED BY COUNCILLOR JOHNSTON

THAT the minutes of the Open Council meeting held on 2018 February 26 be now adopted.

CARRIED UNANIMOUSLY

B) Public Hearing (Zoning) held 2018 February 27

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR JOHNSTON

THAT the minutes of the Public Hearing (Zoning) held on 2018 February 27 be now adopted.

CARRIED UNANIMOUSLY

3. PROCLAMATIONS**A) Stop the Sexual Exploitation of Children & Youth Awareness Week (2018 March 5-11)**

Councillor Calendino, on behalf of His Worship, Mayor Derek R. Corrigan proclaimed 2018 March 5-11 as ***"Stop the Sexual Exploitation of Children & Youth Awareness Week"*** in the City of Burnaby.

B) Tibet Day (2018 March 10)

Councillor McDonell on behalf of His Worship, Mayor Derek R. Corrigan proclaimed 2018 March 10 as ***"Tibet Day"*** in the City of Burnaby.

4. CORRESPONDENCE

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR JOHNSTON

THAT the correspondence be received.

CARRIED UNANIMOUSLY

A) Metro Vancouver
Re: Consent to Metro Vancouver Regional Parks Service
Amendment Bylaw No. 1260

The City Clerk received correspondence dated 2018 February 26 from Metro Vancouver requesting Council approval of Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1260, 2018.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR JORDAN

1. THAT the Council of Burnaby approves adoption of Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1260, 2018 by providing consent on behalf of the electors.
2. THAT a copy of Metro Vancouver Regional District Bylaw No. 1260, 2018 and related Metro Vancouver reports be forwarded to the Burnaby Parks, Recreation and Culture Commission for information.

CARRIED UNANIMOUSLY

5. REPORTS

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR JOHNSTON

THAT Council do now resolve itself into a Committee of the Whole.

CARRIED UNANIMOUSLY

A) Community Heritage Commission
Re: Heritage Designation Bylaw /
Heritage Revitalization Agreement
Geoffrey & Kathleen Burnett House
7037 Canada Way

The Community Heritage Commission submitted a report seeking Council authorization to prepare a Heritage Designation Bylaw and a Heritage Revitalization Agreement to provide for the retention of the Geoffrey and Kathleen Burnett House at 7037 Canada Way.

The Community Heritage Commission recommended:

1. THAT Council authorize the preparation of a Heritage Revitalization Agreement Bylaw to provide for the retention and protection of the historic Geoffrey and Kathleen Burnett House at 7037 Canada Way, as outlined in this report.

2. THAT a Heritage Designation Bylaw be prepared concurrent with the Heritage Revitalization Agreement for this site.
3. THAT the Heritage Revitalization Agreement Bylaw and the Heritage Designation Bylaw be forwarded to a Public Hearing at a future date.
4. THAT Council approve the listing of the Geoffrey and Kathleen Burnett House on the Burnaby Community Heritage Register as a Protected Heritage property.

MOVED BY COUNCILLOR JORDAN
SECONDED BY COUNCILLOR DHALIWAL

THAT the recommendations of the Community Heritage Commission be adopted.

CARRIED UNANIMOUSLY

B) Financial Management Committee
Re: Asset Management Plan - Roads & Transportation

The Financial Management Committee submitted a report seeking Council approval to finalize a comprehensive Roads & Transportation Asset Management Plan.

Councillor Johnston brought to the attention of Council that the Asset Management Planning Program is now administered through the UBCM, and introduced the following recommendations on behalf of the Financial Management Committee:

1. THAT Council authorize staff to finalize a comprehensive Asset Management Plan for Roads & Transportation, and approve funding of \$20,000 from the Stabilization Fund for the project.
2. THAT Council authorize staff to apply for a UBCM Asset Management Planning Program Grant of up to \$10,000 for the project.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR MCDONELL

THAT the recommendations of the Financial Management Committee be adopted.

CARRIED UNANIMOUSLY

C) Financial Management Committee
Re: 2018 February Engineering Capital Infrastructure Bylaw
Funding Request – Transportation

The Financial Management Committee submitted a report seeking Council approval for funding for the 2018 Engineering capital infrastructure transportation projects.

The Financial Management Committee recommended:

1. THAT Council authorize the City Solicitor to bring forward a Capital Reserve Fund Bylaw in the amount of \$4,502,300 to finance Engineering capital infrastructure transportation projects, as outlined in this report.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR MCDONELL

THAT the recommendation of the Financial Management Committee be adopted.

CARRIED UNANIMOUSLY

D) Financial Management Committee
Re: 2018 February Engineering Capital Infrastructure Bylaw
Funding Request - Facilities Management

The Financial Management Committee submitted a report seeking Council approval for funding for the 2018 Engineering Facilities Management capital infrastructure projects.

The Financial Management Committee recommended:

1. THAT Council authorize the City Solicitor to bring forward a Capital Reserve Fund Bylaw in the amount of \$3,739,600 to finance Engineering Facilities Management capital infrastructure projects, as outlined in this report.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR MCDONELL

THAT the recommendation of the Financial Management Committee be adopted.

CARRIED UNANIMOUSLY

E) Financial Management Committee
Re: Amendment to the Burnaby Business Improvement Area
(Burnaby North Road) Bylaw 2013

The Financial Management Committee submitted a report seeking Council approval for amendments to the Burnaby Business Improvement Area (Burnaby North Road) Bylaw 2013.

The Financial Management Committee recommended:

1. THAT Council authorize the City Solicitor to amend the Burnaby Business Improvement Area (Burnaby North Road) Bylaw 2013, as outlined in this report.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR CALENDINO

THAT the recommendation of the Financial Management Committee be adopted.

CARRIED UNANIMOUSLY

F) Financial Management Committee
Re: Financial Management Committee - Terms of Reference
Update

The Financial Management Committee submitted a report seeking Council approve changes to the Committee's Terms of Reference to streamline the award nominations and recommendations process.

The Financial Management Committee recommended:

1. THAT Council approve the changes to the Financial Management Committee's Terms of Reference, as set out in this report.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR CALENDINO

THAT the recommendation of the Financial Management Committee be adopted.

CARRIED UNANIMOUSLY

G) Sustainable City Advisory Committee
Re: Bear Resistant Green Bin Receptacle Pilot Project

The Sustainable City Advisory Committee submitted a report providing the findings of the Bear Resistant Green Bin Receptacle Pilot Project for select multi-family properties serviced by the City.

The Sustainable City Advisory Committee recommended:

1. THAT Council receive the findings of the bear resistant green bin receptacle pilot project for select multi-family properties serviced by the City.
2. THAT Council authorize staff to implement bear resistant green bin receptacles to multi-family complexes that are serviced by the City within bear areas.
3. THAT Council authorize staff to investigate the provision of bear resistant receptacles for a limited number of single family residences within bear areas that are constrained in securing their receptacles indoors.

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR WANG

THAT the recommendations of the Sustainable City Advisory Committee be adopted.

CARRIED UNANIMOUSLY

H) Sustainable City Advisory Committee
Re: Child Care Resources Group Update for 2018

The Sustainable City Advisory Committee submitted a report providing a summary of activities of the Child Care Resources Group during 2017 and proposing a Workplan for 2018.

The Sustainable City Advisory Committee recommended:

1. THAT Council endorse the proposed 2018 Child Care Resources Group Workplan.
2. THAT Council approve an expenditure of up to \$800 from the 2018 Boards, Committees and Commissions budget to support community engagement, resource material costs and professional development initiatives of the Child Care Resources Group.

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR MCDONELL

THAT the recommendations of the Sustainable City Advisory Committee be adopted.

CARRIED UNANIMOUSLY

I) Sustainable City Advisory Committee
Re: 2018 Environment Week Program

The Sustainable City Advisory Committee submitted a report seeking Council approval for the proposed approach for 2018 Environment Week.

The Sustainable City Advisory Committee recommended:

1. THAT Council approve the proposed approach for 2018 Environment Week.
2. THAT Council approve an expenditure of up to \$5,500 from the Boards, Committees and Commissions' operating budget for promoting and advertising Environment Week.

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR MCDONELL

THAT the recommendations of the Sustainable City Advisory Committee be adopted.

CARRIED UNANIMOUSLY

J) Planning and Development Committee
Re: Tenant Assistance Policy Review

The Planning and Development Committee submitted a report seeking Council's approval of the City's amended Tenant Assistance Policy.

The Planning and Development Committee recommended:

1. THAT Council approve the City's amended Tenant Assistance Policy, as outlined in this report.
2. THAT Council approve an increase in monetary compensation for eligible tenants with at least ten years residency in a unit, to the equivalent of a minimum of four months rental payment.

3. THAT a copy of the report be sent to the Minister of Municipal Affairs and Housing, and Burnaby MLAs.

MOVED BY COUNCILLOR JORDAN
SECONDED BY COUNCILLOR JOHNSTON

THAT the recommendations of the Planning and Development Committee be adopted.

CARRIED UNANIMOUSLY

K) City Manager's Report, 2018 March 05

The City Manager submitted a report dated 2018 March 05 on the following matters:

6. MANAGER'S REPORTS

**1. IMPLEMENTATION OF A BIKE PATROL UNIT TO OPERATE
IN CITY PARKS AND PUBLIC SPACES**

The City Manager submitted a report from the Director Public Safety and Community Services seeking Council authorize a Bike Patrol Unit pilot program that will patrol parks and public spaces.

The City Manager recommended:

1. THAT Council authorize the Director of Public Safety and Community Services to implement a Bike Patrol Unit for a one year trial period as described in this report.
2. THAT a copy of this report be provided to the Public Safety Committee for information.
3. THAT a copy of this report be provided to the Financial Management Committee for information.
4. THAT a copy of this report be provided to the Parks, Recreation and Culture Commission for information.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR CALENDINO

THAT the recommendations of the City Manager be adopted.

CARRIED UNANIMOUSLY

**2. PLAYGROUND DEVELOPMENT GRANT REQUESTS FROM
CAMERON ELEMENTARY SCHOOL AND MONTECITO
ELEMENTARY SCHOOL**

The City Manager submitted a report from the Director Parks, Recreation and Cultural Services seeking Council authorization for the City to enter into an agreement with the Burnaby School District for the contribution to the cost of the playground upgrades at Cameron Elementary School and Montecito Elementary School.

The City Manager recommended:

1. THAT Council give authorization for the City to enter into an agreement with the Burnaby School District for the contribution to the cost of the playground upgrades as detailed in the attached report.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR JORDAN

THAT the recommendation of the City Manager be adopted.

CARRIED UNANIMOUSLY

**3. CENTRAL PARK HORSESHOE PITCHING CLUB LICENCE
AGREEMENT RENEWAL**

The City Manager submitted a report from the Director Parks, Recreation and Cultural Services seeking Council approve a licence agreement renewal with the Central Park Horseshoe Pitching Club.

The City Manager recommended:

1. THAT Council approve the renewal of the licence agreement with the Central Park Horseshoe Pitching Club, as outlined in the attached report.
2. THAT Council authorize the City Solicitor to execute a lease agreement with the Central Park Horseshoe Pitching Club as outlined in the attached report.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR CALENDINO

THAT the recommendations of the City Manager be adopted.

CARRIED UNANIMOUSLY

4. BYLAW TO FUND BYRNE CREEK ARTIFICIAL SPORTSFIELD REPLACEMENT

The City Manager submitted a report from the Director Parks, Recreation and Cultural Services seeking Council approve a Capital Reserve Fund Bylaw to finance the Artificial Turf Replacement Project.

The City Manager recommended:

1. THAT Council authorize the City Solicitor to bring forward a Capital Reserve Fund Bylaw in the amount of \$1,600,000 to finance the Artificial Turf Replacement Project, as outlined in the attached report.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR JOHNSTON

THAT the recommendation of the City Manager be adopted.

CARRIED UNANIMOUSLY

**5. CONTRACT AWARD
RUMBLE STREET UPGRADE PROJECT
MCKAY AVENUE TO ROYAL OAK AVENUE**

The City Manager submitted a report from the Director Finance seeking Council approval to award a contract for the Rumble Street upgrade project from McKay Avenue to Royal Oak Avenue.

The City Manager recommended:

1. THAT Council approve a contract award to BD Hall Constructors Corp. (dba Hall Constructors) for an estimated total cost of \$6,791,057 including GST in the amount of \$323,384. Final payment will be based on the actual quantity of goods and services delivered.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR JORDAN

THAT the recommendation of the City Manager be adopted.

CARRIED UNANIMOUSLY

**6. LAUREL STREET WORKS YARD REDEVELOPMENT -
CONSTRUCTION PHASE 1 - (YARD BUILDING)**

The City Manager submitted a report from the Major Civic Building Project Coordination Committee seeking Council approval to award a contract for the construction of Phase 1 of the Laurel Street Works Yard Redevelopment Project.

The City Manager recommended:

1. THAT Council approve the award of a contract to Chandos Construction Ltd., in the amount of \$12,046,808 (*including GST of \$573,658*) for Phase I of the Laurel Street Works Yard Redevelopment project.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR JOHNSTON

THAT the recommendation of the City Manager be adopted.

CARRIED UNANIMOUSLY

**7. REZONING REFERENCE #16-35
HIGH RISE APARTMENT TOWER WITH STREET FRONTING
TOWNHOUSES
BRENTWOOD TOWN CENTRE DEVELOPMENT PLAN**

The City Manager submitted a report from the Director Planning and Building seeking Council authorization to forward this application to a Public Hearing on 2018 March 27. The purpose of this rezoning bylaw amendment is to permit the construction of a 46 storey high-rise residential building with three storey, street fronting townhouses.

The City Manager recommended:

1. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 2018 March 12, and to a Public Hearing on 2018 March 27 at 7:00 p.m.
2. THAT the following be established as prerequisites to the completion of the rezoning:
 - a. The submission of a suitable plan of development.
 - b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement

covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

- c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d. The submission of an Undertaking to remove all improvements prior to final adoption of the Bylaw. If requested, demolition may also be delayed to more closely coincide with approval of building permits, subject to specific conditions.
- e. The utilization of an amenity bonus through the provision of a cash in-lieu contribution in accordance with Section 3.6 of this report.
- f. The granting of any necessary Covenants, including but not necessary limited to, Section 219 Covenants:
 - § restricting enclosure of balconies;
 - § indicating that project surface driveway access will not be restricted by gates;
 - § guaranteeing the provision and maintenance of public art;
 - § ensuring that handicap accessible parking stalls be held in common property to be administered by the Strata Corporation;
 - § ensuring compliance with the approved acoustic study;
 - § guaranteeing the provision and ongoing maintenance of stormwater management facilities;
 - § ensuring that the site can be used safely in accordance with the approved geotechnical study;
 - § ensuring that the water table will not be drawn down during and after development;
 - § ensuring the achievement of a green building design with a Leadership in Energy and Environmental Design (LEED) Silver rating or equivalent;

- § ensuring the provision and ongoing maintenance of EV plug-in stations;
 - § ensuring the provision and ongoing maintenance of car share vehicles; and,
 - § restricting the use of guest rooms.
- g. The granting of any necessary easements and statutory rights-of-way.
 - h. The execution of an indemnity agreement by the developer saving the City harmless from all liability associated with this development in relation to its geotechnical and hydrological (including any potential contaminated groundwater) impacts to surrounding infrastructure and other nearby development.
 - i. The design and provision of units adaptable to persons with disabilities with allocated handicap parking spaces protected by a Section 219 Covenant.
 - j. Compliance with the Council-adopted sound criteria.
 - k. Submission of a Site Profile and resolution of any arising requirements.
 - l. The provision of covered car wash stalls and adequately sized and appropriately located garbage handling and recycling material holding space and a commitment to implement the recycling provisions.
 - m. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
 - n. The review of on-site residential loading facilities by the Director Engineering.
 - o. The provision of facilities for cyclists in accordance with this report.
 - p. The review of a detailed Sediment Control System by the Director Engineering.
 - q. Compliance with the guidelines for underground parking for visitors.

- r. The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- s. The consolidation of the net project site into one legal parcel.
- t. The deposit of the applicable Parkland Acquisition Charge.
- u. The deposit of the applicable GVS & DD Sewerage Charge.
- v. The deposit of the applicable School Site Acquisition Charge.
- w. The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR CALENDINO

THAT the recommendations of the City Manager be adopted.

CARRIED UNANIMOUSLY

8. REZONING REFERENCE #17-08
PODIUM TWO LOW-RISE RENTAL RESIDENTIAL BUILDINGS,
AN AMENITY BUILDING, AND A SINGLE-LEVEL
UNDERGROUND PARKADE

The City Manager submitted a report from the Director Planning and Building seeking Council authorization to forward this application to a Public Hearing on 2018 March 27. The purpose of this rezoning amendment is to permit construction of two low-rise rental residential buildings, an amenity building, and a single-level underground parkade.

The City Manager recommended:

1. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 2018 March 12 and to a Public Hearing on 2018 March 27 at 7:00 p.m.
2. THAT the following be established as prerequisites to the completion of the rezoning:
 - a. The submission of a suitable plan of development.
 - b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
 - c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
 - d. The granting of any necessary statutory rights-of-way, easements, and covenants.
 - e. The review of a detailed Sediment Control System by the Director Engineering.
 - f. The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
 - g. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
 - h. The provision of a covered car wash stall and an adequately sized and appropriately located garbage handling and recycling material holding space and a commitment to implement the recycling provisions.
 - i. Compliance with the guidelines for underground parking for visitors.

- j. The deposit of the applicable GVS & DD Sewerage Charge.
- k. The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR JOHNSTON

THAT the recommendations of the City Manager be adopted.

CARRIED UNANIMOUSLY

**9. REZONING REFERENCE #17-21
PRIVATE LIQUOR STORE
8687 AND 8689 TENTH AVENUE
RESPONSE TO PUBLIC HEARING ISSUES**

The City Manager submitted a report from the Director Planning and Building seeking Council respond to issues raised at the Public Hearing for Rezoning Reference #17-21.

The City Manager recommended:

1. THAT a copy of this report be sent to the applicant and those who spoke at, or submitted correspondence to the Public Hearing for Rezoning Reference #17-21.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR JORDAN

THAT the recommendation of the City Manager be adopted.

CARRIED UNANIMOUSLY

**10. REZONING REFERENCE #17-10014
ZONING CONFORMANCE WITH ADOPTED COMMUNITY
PLAN**

The City Manager submitted a report from the Director Planning and Building seeking Council authorization to forward this application to a Public Hearing on 2018 March 27. The purpose of the proposed rezoning bylaw amendment is to bring the subject property into conformance with the adopted Big Bend Development Plan's land use designation and Provincial Agricultural Land Reserve.

The City Manager recommended:

1. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 2018 March 12, and to a Public Hearing on 2018 March 27 at 7:00 pm.
2. THAT a copy of this report be forwarded to the owner of the subject property, 1018527 BC Ltd., 307-6330 Fraser Street, Vancouver, BC, VSW 3A4.

MOVED BY COUNCILLOR B CALENDINO
SECONDED BY COUNCILLOR JORDAN

THAT the recommendations of the City Manager be adopted.

CARRIED UNANIMOUSLY

**11. REZONING REFERENCE #17-10015
TEMPORARY WORKS YARD
CENTRAL ADMINISTRATIVE AREA**

The City Manager submitted a report from the Director Planning and Building seeking Council authorization to forward this application to a Public Hearing on 2018 March 27. The purpose of the proposed rezoning bylaw amendment is to permit the construction of a temporary municipal works yard, and to permit the adaptive reuse of the subject site for parking in the future.

The City Manager recommended:

1. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 2018 March 12 and to a Public Hearing on 2018 March 27 at 7:00 p.m.
2. THAT Council authorize staff to undertake and complete the necessary rezoning subdivision and servicing requirements as they relate to the subject site.

3. THAT the following be established as prerequisites to the completion of the rezoning:
- a) The submission of a suitable plan of development.
 - b) The deposit of sufficient monies including a 4% Engineering Inspection Fee to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design.
 - c) The completion of the required lot consolidation through the subdivision process.
 - d) The dedication of any rights-of-way deemed requisite.
 - e) The granting the necessary easement to permit the access to, and use of, the required parking on the adjacent lot.
 - f) The approval of the Ministry of Transportation to the rezoning application.
 - g) The review of a detailed Sediment Control System by the Director Engineering.
 - h) The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision.

MOVED BY COUNCILLOR CALENDINO
SECONDED BY COUNCILLOR JORDAN

THAT the recommendations of the City Manager be adopted.

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR CALENDINO

THAT the Committee now rise and report.

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR MCDONELL
SECONDED BY COUNCILLOR CALENDINO

THAT the report of the Committee be now adopted.

CARRIED UNANIMOUSLY

7. **BYLAWS**

First, Second and Third Reading

- | | | |
|----|--|--------|
| A) | Burnaby Capital Works, Machinery and Equipment Reserve
Fund Expenditure Bylaw No. 5, 2018 | #13845 |
| B) | Burnaby Capital Works, Machinery and Equipment Reserve
Fund Expenditure Bylaw No. 6, 2018 | #13846 |
| C) | Burnaby Capital Works, Machinery and Equipment Reserve
Fund Expenditure Bylaw No. 7, 2018 | #13847 |
| D) | Burnaby Capital Works, Machinery and Equipment Reserve
Fund Expenditure Bylaw No. 8, 2018 | #13848 |
| E) | Burnaby Capital Works, Machinery and Equipment Reserve
Fund Expenditure Bylaw No. 9, 2018 | #13849 |
| F) | Burnaby Bylaw Notice Enforcement Bylaw 2009,
Amendment Bylaw No. 1, 2018 | #13850 |
| G) | Burnaby Waterworks Regulation Bylaw 1953, Amendment
Bylaw No. 1, 2018 | #13851 |

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR JORDAN

THAT Bylaw No. 13845, 13846, 13847, 13848, 13849, 13850 and 13851 be now introduced and read three times.

CARRIED UNANIMOUSLY

Second Reading

- | | | |
|----|---|--------|
| H) | Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 41,
2017 - Rez. #17-21 (8687 and 8689 Tenth Avenue) | #13826 |
|----|---|--------|

- I) Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 1, 2018 #13837
- Rez. #17-25 (6438/56/68 McKay Ave., 6443/55/67 Silver Ave., 4305/25 Maywood St.)
- J) Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 2, 2018 #13838
- Text Amendment

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR JORDAN

THAT Bylaw No. 13826 be now read a second time.

LOST

(Councillors Johnston, Jordan, Calendino, McDonell, Wang and Dhaliwal opposed)

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR JORDHAN

THAT Bylaw No. 13837 and 13838 be now read a second time.

CARRIED UNANIMOUSLY

Consideration and Third Reading

- K) Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 30, #13787
2017 - Rez. #16-22 (Ptn. of 7550 Rosewood Street and 7126, 7210/16 Mary Avenue)

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR JOHNSTON

THAT Bylaw No. 13787 be now considered and read a third time.

CARRIED UNANIMOUSLY

Third Reading, Reconsideration and Final Adoption

- L) Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 2, 2017 #13706
- Rez. #16-16 (4350 Still Creek Drive)

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR JOHNSTON

THAT Bylaw No. 13706 be now read a third time, reconsidered and Finally Adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto.

CARRIED UNANIMOUSLY

Reconsideration and Final Adoption

- | | | |
|----|--|--------|
| M) | Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 10, 2016 - Rez. #15-37 (7141 & 7145 Seventeenth Avenue) | #13586 |
| N) | Burnaby Zoning Bylaw 1965, Amendment Bylaw No. 26, 2017 - Rez. #16-19 (4095 Edinburgh Street) | #13774 |
| O) | Burnaby Local Area Service Construction (Project #18-701) Bylaw No. 2, 2018 | #13843 |
| P) | Burnaby Capital Works, Machinery and Equipment Reserve Fund Expenditure Bylaw No. 4, 2018 | #13844 |

MOVED BY COUNCILLOR DHALIWAL
SECONDED BY COUNCILLOR JOHNSTON

THAT Bylaw No. 13586, 13774, 13843 and 13844 be now reconsidered and Finally Adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto.

CARRIED UNANIMOUSLY

8. **NEW BUSINESS**

a) **Councillor Calendino – Parcel Tax Roll Review Panel**

MOVED BY COUNCILLOR CALENDINO
SECONDED BY COUNCILLOR JOHNSTON

THAT Council appoint Councillors Johnston, Jordan, Calendino and McDonell as members to the Parcel Tax Roll Review Panel to be held on Wednesday, 2018 March 7 at 6:00 p.m. in the Council Chamber.

CARRIED UNANIMOUSLY

b) Councillor Calendino - Unsafe Crosswalk at Parker and Madison

Councillor Calendino referred to item E of the Council Correspondence Package received up to 2018 March 01 from Mr. Frederic Dollery regarding unsafe crosswalk at Parker and Madison. Councillor Calendino noted that the crosswalk is already on the list to be reviewed by the Engineering Department.

c) Councillor Jordan - Oil Spills Prevention Plans Feedback

Councillor Jordan advised that the BC government is moving to the next steps in defending provincial land and water from oil spills by getting public feedback on potential policies. The Province is looking for input on: response times for oil spills, geographic response plans, how to best regulate marine spills, and compensation for the impact of spills. The feedback period is open from now to 2018 April 30.

MOVED BY COUNCILLOR JORDAN
SECONDED BY COUNCILLOR JOHNSTON

THAT the City participate in the engagement process initiated by the Province regarding oil spills.

CARRIED UNANIMOUSLY

9. INQUIRIES

There were no inquiries brought before Council at this time.

10. ADJOURNMENT

MOVED BY COUNCILLOR CALENDINO
SECONDED BY COUNCILLOR MCDONELL

THAT this Open Council meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open Council meeting adjourned at 7:56 p.m.

Confirmed:

Certified Correct:

MAYOR

CITY CLERK



Office of The Mayor of the City of Burnaby

PROCLAMATION

WORLD DOWN SYNDROME DAY

WHEREAS World Down Syndrome Day is a global awareness day which has been officially observed by the United Nations since 2012; and

WHEREAS 1 in every 750 babies born in Canada today has Down syndrome; and

WHEREAS there are currently over 40,000 Canadian citizens who have Down syndrome; and

WHEREAS individuals with Down syndrome have tremendous potential to live full and fulfilling lives as contributing members of the community; and

WHEREAS the City of Burnaby values our citizens with Down syndrome and their families; and

WHEREAS the City of Burnaby fully supports the rights, inclusion and well-being of all individuals with Down syndrome.

**NOW THEREFORE I, DEREK CORRIGAN, MAYOR OF BURNABY,
DO HEREBY PROCLAIM MARCH 21, 2018 AS**

“WORLD DOWN SYNDROME DAY”

IN THE CITY OF BURNABY.

A handwritten signature in blue ink that reads "Derek Corrigan".

Derek R. Corrigan
Mayor



Dated this 12th day of March, 2018 A.D.

DELEGATION 2018 MARCH 12



January 11, 2018

Office of the City Clerk
 The City of Burnaby
 Burnaby, BC
 4949 Canada Way
 Burnaby, BC
 V5G 1M2

We would like to formally request to appear as a delegation at the Burnaby City Council meeting.

Tourism Burnaby will deliver an update to the meeting attendees on the following:

- 2017 Results for Tourism Burnaby + 2018 Objectives & Plans
- 2017 Pat Quinn Classic

The following will be present, with Nancy Small (Executive Director) leading the presentation:

Nancy Small, Executive Director, Tourism Burnaby
 Jennifer Scott, Senior Manager, Sport Burnaby

We respectfully request the date of **Monday, March 12^h, 2018** for our presentation.

We will do a formal powerpoint presentation and will have that to you by the Wednesday prior.

Sincerely,

Nancy Small
 Executive Director
nsmall@tourismburnaby.com
 604-828-5536 (mobile)

Copied to: City Manager Dir. Planning & Building Dir. Parks, Rec. & Cultural Services
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Meeting 2018 March 12

COUNCIL REPORT

COMMUNITY HERITAGE COMMISSION

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: CITY OF BURNABY ARCHIVES ANNUAL REPORT 2017

RECOMMENDATION:

1. THAT Council receive this report for information.

REPORT

The Community Heritage Commission, at its meeting held on 2018 February 01, received and adopted the attached report presenting the 2017 Annual Report of the City of Burnaby Archives.

Respectfully submitted,

Councillor C. Jordan
Chair

Councillor S. Dhaliwal
Vice Chair

Copied to:	City Manager Director Corporate Services Director Planning & Building Chief Information Officer
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Meeting 2018 Feb 01

COMMISSION REPORT

TO: CHAIR AND MEMBERS
COMMUNITY HERITAGE COMMISSION

DATE: 2018 January 10

FROM: CITY ARCHIVIST

FILE: 2410-20
*Reference: Community Heritage
Commission*

SUBJECT: CITY OF BURNABY ARCHIVES ANNUAL REPORT 2017

PURPOSE: To present the 2017 Annual Report of the City of Burnaby Archives

RECOMMENDATION:

1. **THAT** the report be received for information.

REPORT

INTRODUCTION

2017 was a very productive year at the City of Burnaby Archives.

A temporary increase in archives staff resulted in a significant shift towards best practices in preservation for a number of record groups held at the City Archives, including born-digital records, glass plate negatives, microfilm, and Council minute books.

The most significant outcome of the work completed in 2017 is that now all open Council records are directly accessible online as full-text PDF documents through Heritage Burnaby (www.heritageburnaby.ca).

The City continues to explore new ways of temporarily extending the life of the current archives, and in 2017, off-site storage was implemented as the most viable, short-term, stop-gap solution. It is important to keep in mind that the various options and alternatives that have been considered and implemented will not in themselves preclude the need for more archival storage space as a means of preserving the City and community permanent records and history.

The following report provides a summary of our operations throughout 2017.

HISTORY OF ARCHIVAL RECORDS PROGRAM [OVERVIEW]

The City of Burnaby Archives opened in the new McGill Library in 2001 and functions as a division of the Office of the City Clerk. The Archives is the official repository for all inactive civic records of permanent administrative, legal, fiscal, historical, evidential and/or informational

To: *Community Heritage Commission*
 From: *City Archivist*
 Re: *CITY OF BURNABY ARCHIVES ANNUAL REPORT*
2016
 2017 February 02.....Page 2

value to the City of Burnaby. Archival material is preserved as evidence of the functions, legal rights, obligations, policies, decisions, procedures, accountabilities, and operations of the City. It is the responsibility of the City Archives to ensure the preservation and accessibility of these vital records by providing proper facilities, environmental controls, and professional management resources to maintain the archival material in perpetuity.

Our City record description and digitization program has produced a current index of all Council minutes and reports dating back to 1894 and can be searched online with full-text versions of the documents, now available from 1894 to the present. All City Bylaws, dating back to 1892, are available as full-text PDF documents online as are descriptions and finding aids for all files and records in our holdings.

In addition, the Archives has supported the protection and preservation of the City's documentary heritage by way of its expanded collections mandate and the incorporation of the Burnaby Historical Society Community Archives collections into the City's holdings. This transfer saw over 100 metres of textual records and over 10,000 photographs moved to the Archives facility in 2007.

CURRENT ARCHIVAL RECORDS PROGRAM

Building on the success of a temporarily expanded digitization program in 2016, which updated our Heritage Burnaby website with PDF versions of 1970s open Council records, the 2017 program focused on providing online access to the remaining records in this vital record group – those dated from 1894 to 1969.

Now a current index of all Council minutes and reports from 1894 to present day is entirely searchable online with full-text versions of the documents freely available to view. Among these records are some of the oldest known surviving records created by the Corporation of Burnaby.

In the early years of Burnaby's incorporation, the Municipal Council met for its weekly meetings in some rather unusual places, like the tram station, local schools, and private homes. There was no permanent and secure place in Burnaby where official records could be housed. To remedy this situation, in March 1898, the Municipal Council authorized the purchase of a large safe that could hold all the records and would be housed in a municipal building in New Westminster.

Six months later a devastating fire destroyed the entire downtown section of New Westminster. The minute books from 1892-1893 were destroyed completely and the others were thought to be lost or destroyed as well. In October of 2004, the British Columbia Archives in Victoria miraculously found the 1894-1898 records in their holdings and donated them to the City of Burnaby where they went through immediate conservation treatment.

Now that these records and all actions of Council since are available electronically, anyone with access to a computer can gain a unique window into the actions, decisions, and events that transpired from Burnaby's earliest years and the workings of some of Burnaby's first Mayors and City Council members, through to present day Mayor and Council.

To: Community Heritage Commission
 From: City Archivist
 Re: CITY OF BURNABY ARCHIVES ANNUAL REPORT
 2016
 2017 February 02.....Page 3

This creates the dual benefit of helping ensure open and accountable government while still having a positive impact on the staff time: the time normally required to respond to requests for Council records from both City staff and the public is now reduced by as much as 92%.

The success of this project also attracted the attention of local media and was featured in the 15 September 2017 edition of the Burnaby Now.

44 boxes of permanent records that were newly transferred this year from the Legal Department, the Office of the City Clerk and the Finance Department were described using our automated system. These records have now been catalogued and indexed according to the highest level of archival practices and standards, thus allowing the public and City Officials quick, efficient, and direct access to information stored within them.

RECORD PRESERVATION

Through partnership with the City's Information Technology (IT) department, we are taking the steps to preserve the digital records currently in our holdings.

In February we completed a Digital Asset Register to accurately assess the what (media type), when (reason for retention), where (storage location), how (source) and why (access use) involved in this record group. From the Digital Asset Register, we were able to conduct a maturity check for all digital assets in our holdings. The maturity check assessed where we are at with our digital preservation activities, identified risks and issues, and determined next steps.

Photograph preservation masters (TIFFs) were migrated from CDs to a secure permanent drive maintained by the IT department. Any missing surrogate records were replaced by scanning & copying the analogue originals. This has resulted in 2,250 updated photograph descriptions and 1,500 new digital access copies available online at www.heritageburnaby.ca.

The Archives has been working towards best practices for preservation of physically fragile records as well. Twenty of the forty-nine leather-bound Council minute books in the Archives were fraying due to age. These vital records have now been wrapped to forestall further deterioration.

Seventy-six glass plate negatives taken by photographer J.W. Phillips between 1910 and 1914 are some of the most fragile and historically significant community records held at the Archives. These negatives have now been carefully rehoused in new, upright enclosures to ensure their preservation.

PUBLIC PROGRAMMING

The year began and ended with outreach; in February, the Archives participated in the Burnaby Public Library's screening of the documentary on the 100th Anniversary of Gilmore Avenue School at the McGill Branch, and in November we provided an engaging workshop to the Grade 10 Photography class from Alpha Secondary School.

To: Community Heritage Commission
From: City Archivist
Re: CITY OF BURNABY ARCHIVES ANNUAL REPORT
2016
2017 February 02.....Page 4

CONCLUSION

Archives staff will continue to work closely with the City's IT department in 2018, as together we take the next steps required in preservation management for the digital records currently in Archives' holdings. Preserving the most at-risk materials in our holdings – those that are born-digital or material for which we only hold electronic copies (digital content) – is our next step.

Our 2018 work schedule also includes processing both our backlogged [existing] records, and the continued pursuit of a solution to Archives space shortage.

Under the continued guidance and support of the Community Heritage Commission and Burnaby City Council, we look forward to building on these successes as we move into 2018.

Respectfully submitted,



Rebecca Pasch
CITY ARCHIVIST

:rp

cc: City Manager
Deputy City Manager
Chief Information Officer
Director of Planning and Building
City Clerk



Meeting 2018 March 12

COUNCIL REPORT

PLANNING AND DEVELOPMENT COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: BURNABY TRANSPORTATION PLAN UPDATE:
OUTCOMES FROM THE PHASE 1 PUBLIC CONSULTATION AND
PHASE 2 SCOPE**

RECOMMENDATIONS:

1. THAT Council receive for information *Appendix 1 – Burnaby Transportation Plan Update Phase 1 Public Consultation Overview* report (provided under separate cover).
2. THAT Council approve the Vision, Themes, and Goals for the renewed *Burnaby Transportation Plan*, as outlined in Section 5.0.
3. THAT Council authorize staff to undertake Phase 2 – Building the Plan, as outlined in Section 6.0.
4. THAT this report be sent to the Sustainable City Advisory Committee and Public Safety Committee for information.

REPORT

The Planning and Development Committee, at its meeting held on 2018 February 27, received and adopted the attached report providing information on Phase 1 (Public Consultation Program) and seeking approval for the Plan's vision, themes, and goals.

The Committee report outlines Phase 2 (Building the Plan) which details the Plan's scope, activities, and timeline.

Respectfully submitted,

Councillor C. Jordan
Chair

Councillor D. Johnston
Vice Chair

Copied to: City Manager Director Corporate Services Director Public Safety & Community Services Director Planning & Building Director Engineering Director Parks, Recreation & Cultural Services Director Finance



Meeting 2018 Feb 27

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
PLANNING AND DEVELOPMENT
COMMITTEE

DATE: 2018 February 14

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 94000 20
Reference: Transportation Plan Update

**SUBJECT: BURNABY TRANSPORTATION PLAN UPDATE:
OUTCOMES FROM THE PHASE 1 PUBLIC CONSULTATION AND
PHASE 2 SCOPE**

PURPOSE: To report on the Phase 1 Public Consultation Program, determine the Vision, Themes, and Goals for the renewed *Plan*, and outline the scope, activities, timeline, and public consultation program for Phase 2 of the *Burnaby Transportation Plan* update process.

RECOMMENDATIONS:

1. **THAT** the Committee recommend that Council receive for information the *attached Appendix 1 – Burnaby Transportation Plan Update Phase 1 Public Consultation Overview* report.
2. **THAT** the Committee recommend that Council approve the Vision, Themes, and Goals for the renewed *Burnaby Transportation Plan*, as outlined in Section 5.0.
3. **THAT** the Committee recommend that Council authorize staff to undertake Phase 2 – Building the Plan, as outlined in Section 6.0.
4. **THAT** this report be sent to the Sustainable City Advisory Committee and Public Safety Committee for information.

REPORT

1.0 INTRODUCTION

The *Burnaby Transportation Plan* is the City's guiding policy document for transportation. It establishes the long-term vision for moving people and goods in the City, while integrating and achieving environmental, social, economic, and community development goals.

This report provides background on the *Burnaby Transportation Plan* update; an overview of the Phase 1 Public Consultation Program, what was heard, and its outcomes; it sets the Vision,

To: Planning and Development Committee
 From: Director Planning and Building
 Re: Burnaby Transportation Plan Update: Consultation
 Review and Phase 2 Scope
 2018 February 14..... Page 2

Themes, and Goals, thereby setting the direction for the renewed *Plan*; and, it outlines the scope, activities, timeline, and public consultation program for Phase 2 – Building the Plan.

2.0 POLICY

The *Burnaby Transportation Plan* update is aligned with the City of Burnaby's *Corporate Strategic Plan (CSP)* by supporting the following six goals and 16 sub-goals of the plan:

CSP Goal	Sub-Goal(s)
A Safe Community	Crime Prevention and Reduction Emergency Preparedness Transportation Safety
A Connected Community	Social Connection Partnership Geographic Connection
An Inclusive Community	Serve a Diverse Community Create a Sense of Community
A Healthy Community	Healthy Life Healthy Environment
A Dynamic Community	Economic Opportunity Community Development City Facilities and Infrastructure
A Thriving Organization	Financial Viability Communication Technology and Innovation

To learn more about the City of Burnaby's *Corporate Strategic Plan*, please visit www.burnaby.ca/CSP.

3.0 BACKGROUND

The *Burnaby Transportation Plan* update began with the adoption of the *Burnaby Transportation Plan* update report on 2017 July 10. The scope of the *Plan* update is to review and renew the adopted 1995 *Plan*. This includes the creation of a new vision, themes, goals, policies, networks, and actions to guide the City's transportation system into the future. The *Plan* update is being undertaken in three phases:

To: Planning and Development Committee
 From: Director Planning and Building
 Re: Burnaby Transportation Plan Update: Consultation
 Review and Phase 2 Scope
 2018 February 14..... Page 3

Phase 1 – Setting a Direction: Identify transportation issues and opportunities in the City and determine the vision, themes, and goals to establish an overall direction for the renewed *Plan*.

Phase 2 – Building the Plan: Define the main body of the renewed *Plan*, including policies, networks, and actions.

Phase 3 – Developing an Implementation Strategy: Prepare an Implementation Strategy after the renewed *Burnaby Transportation Plan* is adopted.



4.0 REVIEW OF THE PHASE 1 PUBLIC CONSULTATION PROGRAM

The Phase 1 Public Consultation Program was intended to raise awareness, build interest, and understand the issues of Burnaby residents, businesses, and stakeholder groups. It was focused on providing information about Burnaby’s transportation system as it exists today, receiving input on transportation issues and opportunities in the City, and confirming the draft vision, themes, and goals, thus setting the direction for the updated *Plan*.

In an effort to maximize the reach and scope of the public consultation, a “graduated” approach was used. It was organized around three styles of communication:

- **Process Awareness (Inform)** – Focusing on communicating with the broader public about the *Plan* update. The activities were designed to provide general information about the *Plan* process, Burnaby’s transportation system, and the vision for the future.
- **Broad Public Consultation (Inform and Engage)** – Focusing on providing opportunities for the broader public to be engaged in the *Plan* process. The activities were designed to distribute information about the *Plan* update and Burnaby’s transportation system as well as to invite feedback and discussion.
- **Targeted Engagement (Inform, Engage, and Involve)** – Focusing on interactions with internal and external stakeholders. The activities included mode-specific or topic-specific discussions, exploring issues and opportunities, considering solutions, and garnering detailed input.

The materials and tools used included a dedicated webpage, newspaper and digital notices, InfoBurnaby articles, public events, meetings, workshops, a questionnaire, display boards,

To: Planning and Development Committee
 From: Director Planning and Building
 Re: Burnaby Transportation Plan Update: Consultation
 Review and Phase 2 Scope
 2018 February 14..... Page 4

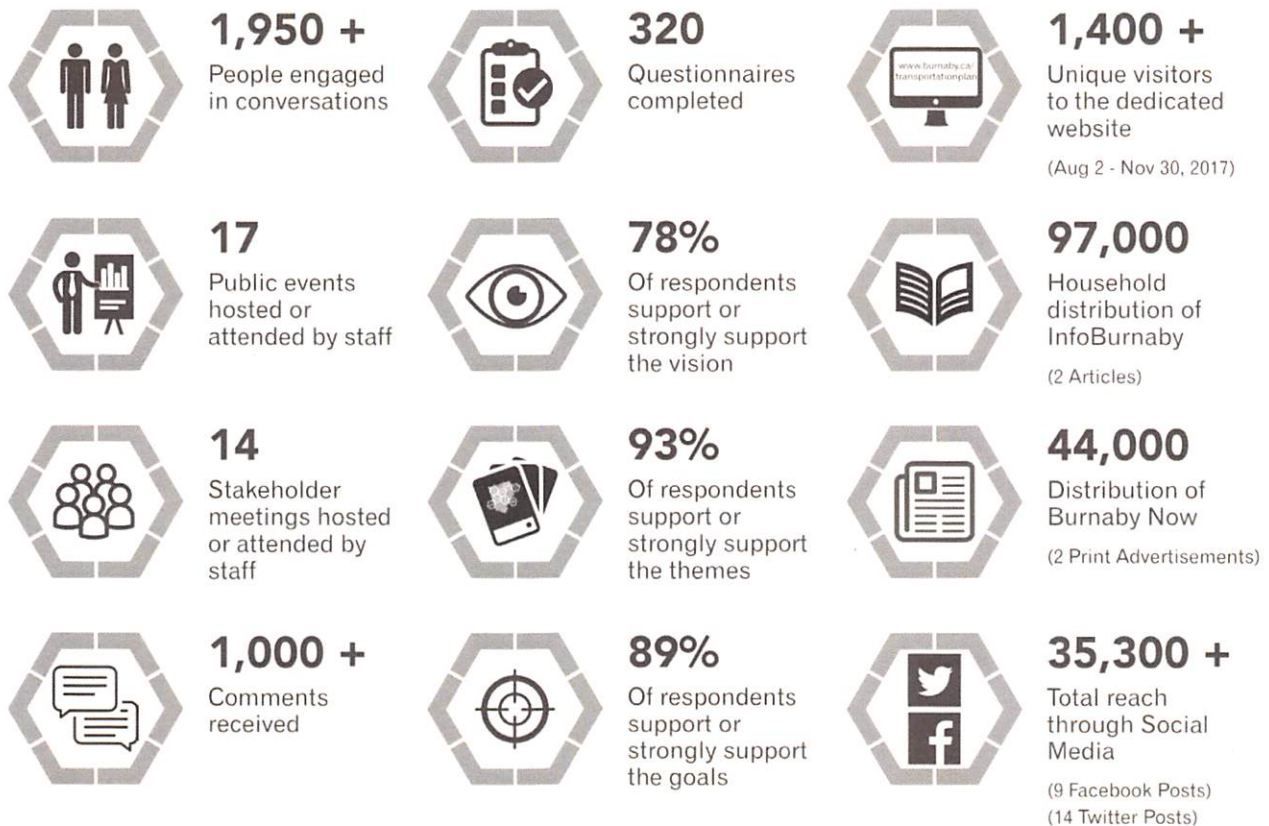
factsheets, presentations, and a subscription list to facilitate the communication of information, as outlined in the 2017 July 10 report.

Further details, outcomes, and results from the Phase 1 Public Consultation Program can be found in the **attached Appendix 1 – Burnaby Transportation Plan Update Phase 1 Public Consultation Overview** report.

4.1 Highlights of the Phase 1 Public Consultation Program

The public consultation began on 2017 August 2 and concluded 2017 November 30. Staff participated in 17 public events, 14 stakeholder meetings, and engaged nearly 2,000 people.

The highlights of the Phase 1 Public Consultation Program include:



Key Messages

Overall

- Transportation was a topic of interest for people who we spoke to in Phase 1.

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Draft Vision, Themes, and Goals

- The draft Vision, Themes, and Goals are headed in the right direction and they received a high level of support. As a result, only minor edits and a few new goals are being proposed.
- Both stakeholders and the public are looking forward to seeing the draft Policies, Networks, and Actions that are to be created in Phase 2.

Key Messages

The majority of comments received highlighted interest in the following topics:

- Other, more active ways of travelling such as transit, walking, and cycling.
- Improving connections within the community, including suggestions to complete the walking, cycling, and transit networks. This included improvements to:
 - Transit Frequency and Service (quantity, quality, reliability, access).
 - Sidewalks (quantity, quality, design, access).
 - Cycling Facilities (quality, bike racks, signals, and new route opportunities).
- Improving safety for all modes throughout the city (rules, enforcement, signage, design).
- Improving automobile routes (route or location specific).
- Building new large transit infrastructure (trains, trams, trolleys, LRT, gondolas).
- Improving north-south connections within the community for all modes.
- Increasing opportunities for sharing (rental systems, car-sharing, bike-sharing, apps, parking).
- Anticipating new technology and how it may change the way people choose to travel.

4.2 What Was Heard and the Outcomes of the Phase 1 Public Consultation Program

In general, the public consultation revealed that there is broad interest and support for a renewed *Burnaby Transportation Plan*. People were keen to offer input as well as participate in the education, information, and other activities provided through the Phase 1 Public Consultation Program.

The following provides a summary of all the responses and comments received throughout the Phase 1 Public Consultation Program. The percentages indicating support for the Vision, Themes, and Goals represent the results from the questionnaire.

Draft Vision

When asked about the draft Vision, people were positive about the direction the City is setting for the future of transportation in the Burnaby. Through the questionnaire, 78% of respondents supported or strongly supported the draft Vision.

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The comments received on the draft Vision were mostly positive. A small number of comments requested changes and were focused on a few key words, or said that the vision was either too long or not detailed enough. This feedback has been incorporated into the final Vision, outlined in Section 5.0 of this report.

Draft Themes and Goals

Overall, the public consultation indicated that people agreed with the draft Themes and Goals. Through the questionnaire, 93% of respondents supported or strongly supported the draft Themes and 89% of respondents supported or strongly supported the draft Goals.

The draft Themes and Goals were generally seen as covering all the main topics, opportunities, or concerns, and offered a strong framework on which to build the *Plan*.

Comments about the draft Themes and Goals were provided, but the suggestions for change were not numerous. Staff have reviewed all comments provided and have proposed edits to the draft Themes and Goals as outlined below. All comments will be considered as a part of the Phase 2 work.

The outcomes for each draft Theme and its draft Goals are as follows:

Accessible: Access and Choice

- 95% of respondents support or strongly support this draft Theme.
- Over 93% of respondents support or strongly support each of the three draft Goals.
- The comments received about this draft Theme and its Goals emphasized inclusiveness of the system, accessible design, greater social equity, and improved financial equity.
- Upon reviewing all of the comments, one minor text edit is proposed.

Safe: Safe and Secure Mobility

- 95% of respondents support or strongly support this draft Theme.
- Over 92% of respondents support or strongly support each of the five draft Goals.
- The comments received about this draft Theme and its Goals included the need for more specific commentary focusing on education for all modes, provisions for emergency access, safe design practices (CPTED), and monitoring streets for safety concerns.
- Upon reviewing all of the comments, one additional goal relating to emergency access is proposed along with one minor text edit.

Healthy: Active People in Healthy, Livable Communities

- 95% of respondents support or strongly support this draft Theme.

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- Over 82% of respondents support or strongly support each of the three draft Goals.
- The comments received about this draft Theme and its Goals included an emphasis on increasing access to schools, facilities, amenities, business, and healthy food sources. The comments also noted that this Theme is not just about physical health, but also emotional and mental health.
- Upon reviewing all of the comments, two minor text edits are proposed.

Green: A Protected and Enhanced Environment

- 93% of respondents support or strongly support this draft Theme.
- Over 83% of respondents support or strongly support each of the four draft Goals.
- The comments received about this draft Theme and its Goals raised the topics of resiliency, adaptability, climate change, landscaping, and green infrastructure.
- Upon reviewing all of the comments, one additional goal relating to resiliency and adaptability is proposed along with three minor text edits.

Prosperous: A Thriving, Sustainable Economy

- 85% of respondents support or strongly support this draft Theme.
- Over 75% of respondents support or strongly support each of the five draft Goals.
- The comments received about this draft Theme and its Goals included the need for more specific commentary focusing on sharing resources, space, and infrastructure across all modes, equity where everyone pays their fair share for what they use, improved maintenance and efficiency, fostering growth of local businesses, and how to incorporate new technology.
- Upon reviewing all of the comments, two additional goals relating to sharing and new technologies are proposed along with four minor text edits.

Connected Community: Integrated and Well-designed Places

- 96% of respondents support or strongly support this draft Theme.
- Over 79% of respondents support or strongly support each of the six draft Goals.
- The comments received about this draft Theme and its Goals included that this Theme be represented by one word to be consistent with the other Themes, and that the goals needed more emphasis on information and wayfinding, the prioritization of modes, quality of the public realm, working with other agencies, governments, and stakeholders, and greater social and economic connectivity.
- Upon reviewing all of the comments, one text edit to the Theme is proposed along with one additional goal relating to wayfinding is proposed.

This feedback has been incorporated into the final Themes and Goals, outlined in Section 5.0 of this report.

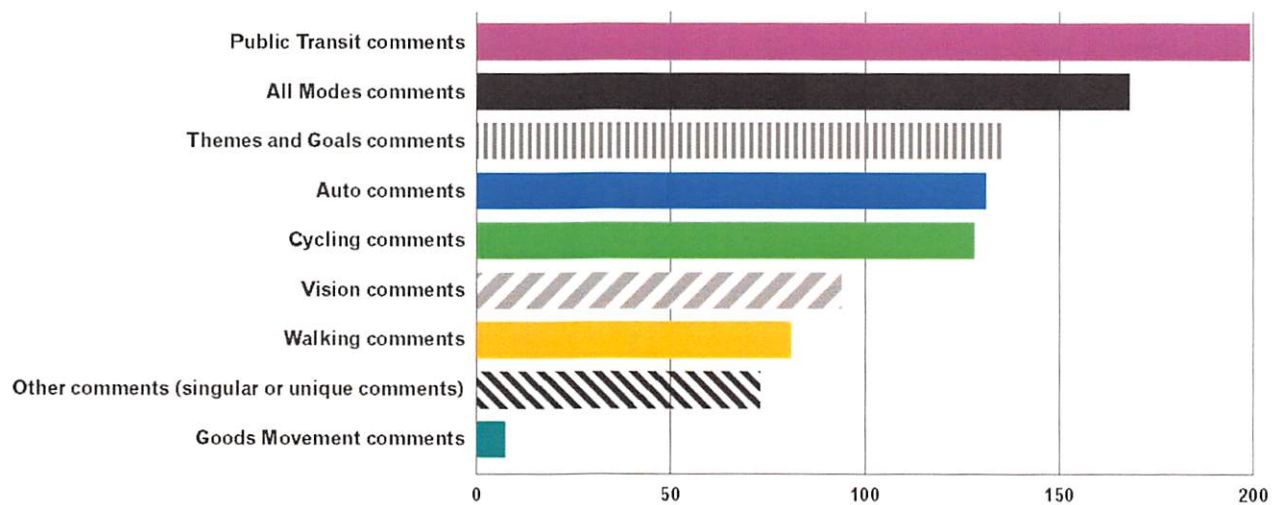
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Summary of Comments Received

Throughout the Phase 1 Public Consultation Program, 1,016 comments were received. The comments were captured via the questionnaire, sticky note activities from public events, notes from the stakeholder meetings, emails, phone calls, and social media.

Chart 1 categorizes the 1,016 comments received into broad comment categories to show more generally the highest level of interest in the responses.

Chart 1: Summary of Comments by General Category



As illustrated by **Chart 1**, Public Transit related comments received the highest number of comments, followed by All Mode comments which related to a variety of issues such as safety and north-south connectivity, and the draft Themes and Goals received the third highest number of comments.

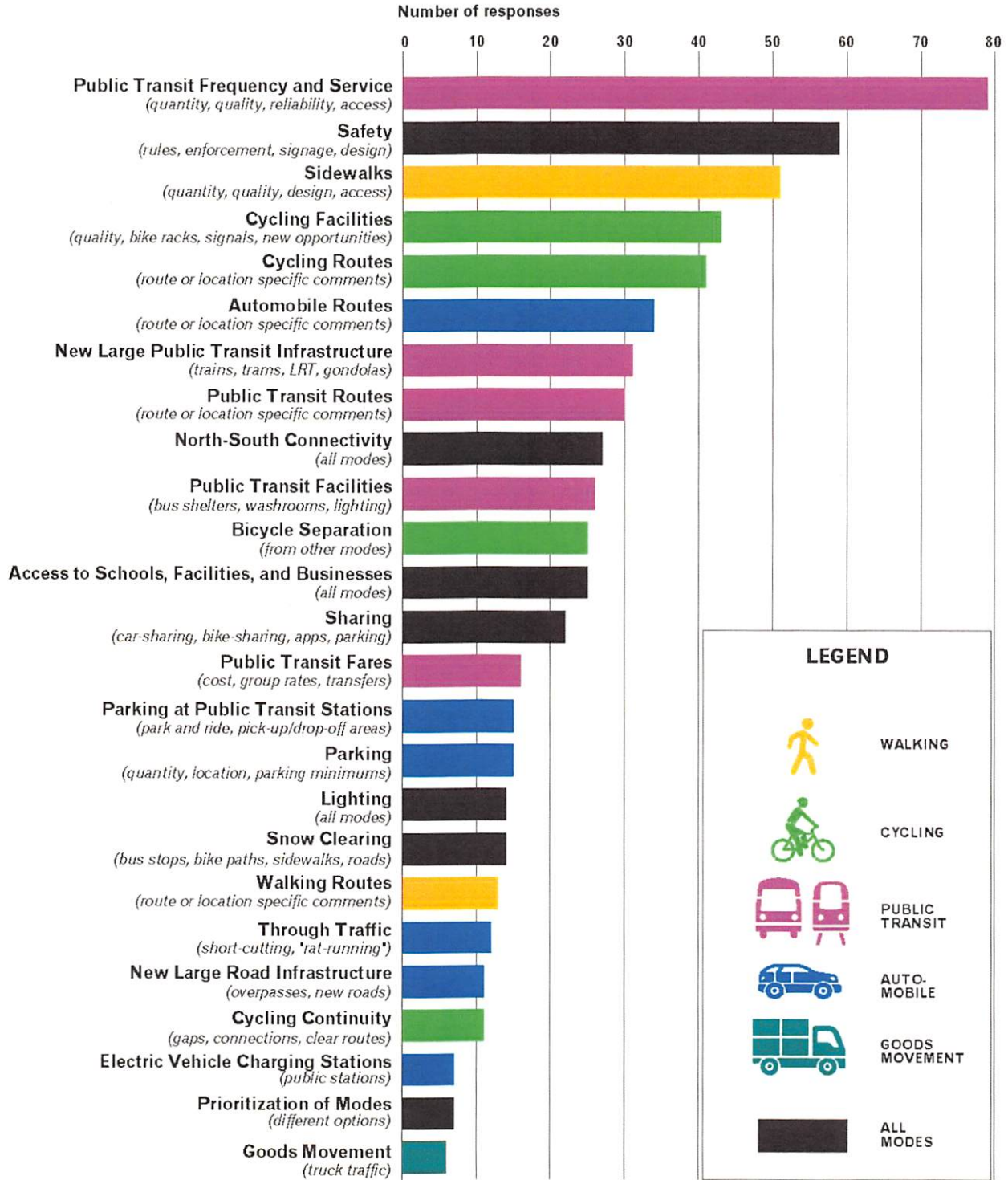
Chart 2, on the following page, provides a summary list of the comments received grouped into common categories to show which topics, issues, and opportunities were discussed most often.

Chart 2 does not include:

- the Vision, Themes and Goals comments (230), as they were represented under the Vision, Themes, and Goals results previously outlined in **Chart 1**; and,
- the General/Other comments (152) that either could not be categorized because they were insufficient in frequency or they were non-transportation related.

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Chart 2: Summary of Comments Received



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As illustrated in **Chart 2**, the top five topics, issues, and opportunities were as follows:

1. *Transit Frequency and Service (Quantity, Quality, Reliability, Access)*
 Over 75 comments were made regarding the desire for public transit to be more frequent and reliable, have better and more accessible stop locations, and for improved routing throughout the City.
2. *Safety (All Modes, Rules, Enforcement, Signage, Design)*
 Over 55 comments were made regarding the desire to enhance safety for all modes throughout the City. This included commentary on education, enforcements, signage, design, and other safety related concerns or suggestions.
3. *Sidewalks (Quantity, Quality, Design, Access)*
 Over 50 comments were made regarding the desire for more and better quality sidewalks throughout the City. This included sidewalk design and accessibility as key concerns.
4. *Cycling Facilities (Quality, Bike Parking, Signals, New Opportunities)*
 Over 40 comments were made offering suggestions on how cycling facilities could be improved. This included commentary on the quality of cycle tracks and bikeways, family friendly design, signals and other bike specific facilities, end of trip facilities, new route opportunities, etc.
5. *Cycling Routes (Route or Location Specific Comments)*
 Over 40 comments were made offering suggestions on specific locations or routes that could be improved. This included commentary on design, network gap locations, safety concerns, etc.

4.3 Conclusion of the Phase 1 Public Consultation Program

The input received throughout the Phase 1 Public Consultation Program has set the direction for the renewed *Plan*, as outlined in Section 5.0 of this report, and provided information on the issues and opportunities that will feed into or form parts of the work during Phase 2 of the *Burnaby Transportation Plan* update process.

5.0 SETTING THE DIRECTION

Phase 1 of the *Burnaby Transportation Plan* update was set up to identify transportation issues and opportunities in the City and determine the Vision, Themes, and Goals to establish an overall direction for the renewed *Plan*. Based on the outcomes from the Phase 1 Public Consultation Program, the following sections provide the revised Vision, Themes, and Goals for Council's consideration and confirmation.

The specific changes are detailed in the *attached Appendix 1 – Burnaby Transportation Plan Update Phase 1 Public Consultation Overview* report.

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5.1 Vision

The Vision for the renewed *Burnaby Transportation Plan* is:

In Burnaby, all travel choices are enjoyable and the transportation system is the foundation of our thriving public spaces and our quality of life. The transportation system not only moves people and goods between destinations but provides places for people to meet and participate in city life. It is a balanced and inclusive system that offers accessible and safe mobility in support of a healthy, green, prosperous, and connected community.

5.2 Themes and Goals

The Themes and Goals for the renewed Burnaby Transportation Plan are:

1. Accessible: access and choice

The "accessible" theme is about providing access and choice to users of Burnaby's transportation system.

The goals for an accessible transportation system are to:

- provide people with multi-modal access to their homes, jobs, shops and businesses, educational opportunities, extracurricular activities, and other destinations;
- provide travel options that are easy, reliable, and flexible; and,
- provide inclusive access and choice for people of all ages, abilities, socio-economic levels, and backgrounds.

2. Safe: safe and secure mobility

The theme of "safe" mobility is about reducing the risk of harm for users of Burnaby's transportation system.

The goals for a safe transportation system are to:

- reduce deaths, injuries, and conflicts for all modes;
- reduce frequency and severity of crashes for all modes;
- reduce concerns about personal safety and security;
- reduce opportunities for crime and damage to property;
- provide for emergency access and response; and,
- promote safe and respectful behaviour by all mode users.

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3. Healthy: active people in healthy, livable communities

The "healthy" theme is about supporting mobility choices that improve personal and community physical, emotional, and mental health and well-being.

The goals for a healthy transportation system are to:

- increase the proportion of trips by active transportation modes (walking, cycling, and transit);
- increase the enjoyment of moving around in the City; and,
- increase the social opportunities for people to interact with each other and their community.

4. Green: a protected and enhanced environment

The "green" theme is about enhancing the environment and reducing or eliminating negative impacts from the transportation system, such as greenhouse gas emissions, air pollution, noise, water quality impacts, and habitat degradation or destruction.

The goals for a green transportation system are to:

- increase the use of more sustainable transportation modes including walking, cycling, transit, car-share, low- or zero-emission vehicles, etc.;
- increase and support landscaping, biodiversity, and natural systems within street infrastructure;
- increase the resiliency and adaptability of the transportation system;
- reduce the environmental impacts of transportation (greenhouse gas emissions, pollution, and noise); and,
- reduce the distances driven overall.

5. Prosperous: a thriving, sustainable economy

The "prosperous" theme is about providing for the convenient, efficient, cost-effective, and reliable movement of people, services, and goods for customers, employees, and businesses.

The goals for a prosperous transportation system are to:

- increase the convenience, cost-effectiveness, and reliability of all modes;
- increase the modal options for goods movement and other commercial services;
- increase opportunities for sharing (modes, resources, space, and infrastructure);
- consider opportunities for new technology and ways of traveling;
- improve City operations and maintenance for all modes;

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- make investments to increase multi-modal accessibility and choice; and,
- increase the efficiency of finite road space.

6. Connected: integrated and well-designed places

The "connected" theme is about integrating transportation with land use to create well-designed places and complete communities.

The goals for a connected transportation system are to:

- increase the integration of land use and transportation planning;
- increase north-south connectivity in the City;
- reduce the impacts of through-traffic within neighbourhoods;
- provide integrated transportation networks that connect the City's neighbourhoods and surrounding communities;
- provide well-designed and high quality streets and public realm;
- provide better information to help people use the transportation system; and,
- provide a balanced transportation system that works for all users.

With Council approval of the Vision, Themes, and Goals, staff will begin to apply these to the City's ongoing transportation work, as the plan development work is undertaken in Phase 2.

6.0 PHASE 2 – BUILDING THE PLAN

Phase 2 of the *Burnaby Transportation Plan* process is intended to define the main body of the renewed *Plan* and would include the development of transportation Policies, Networks, and Actions. The following sections outline the scope, activities, and timeline for Phase 2 – Building the Plan.

6.1 Scope

With the completion of Phase 1, the Phase 2 work will begin on building the following:

- **Policies:** Specific policy statements that demonstrate the approach to achieve the goals of the *Plan*.
- **Networks:** Maps illustrating the different modal networks of the *Plan*.
- **Actions:** Action items that are to be undertaken to support the implementation of the *Plan*.

6.2 Activities

The Phase 2 work is organized around four types of activities:

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1. Research and Analysis

This work will include collecting and reviewing data on historical and existing conditions, reviewing existing City policy documents, examining best practices, identifying challenges and opportunities, and conducting analyses to compare the merits of alternative courses of action.

As a part of the research and analysis work, technical analysis will be required to test specific transportation projects or scenarios. For example, the analysis could consider changes to the road network (new connections, road narrowing, etc.), changes to public transit service (routing, service expansion, etc.), and other opportunities. The outcomes of the analysis would provide an estimate of how the travelling public will respond to potential changes.

2. Policy and Plan Development

Using the research and analysis work, and the public consultation results from Phase 1, draft Policy, Networks, and Actions for the renewed *Plan* will be created. Development of these proposals will be done using both internal and external partners in technical working groups.

3. Public Consultation

This work will include developing a consultation strategy, creating consultation materials and activities, engaging with the public and stakeholders, and analyzing and reporting the consultation outcomes. This second phase of public consultation will be undertaken in two parts and is further outlined in Section 6.4 Phase 2 Public Consultation Program, of this report.

4. Reporting

Throughout Phase 2 there will be reports prepared for the Planning and Development Committee and Council summarizing the work completed, input received, and seeking approval on next steps.

6.3 Anticipated Timeline for Phase 2

Phase 2 of the *Burnaby Transportation Plan* update process is intended to be undertaken as follows:

- During the Spring through to the Fall of 2018, the research and analysis, including the technical work, for the transportation system is to be undertaken. Initial policy and plan development work will begin with the drafting of Policy, Network, and Action proposals.

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Engagement with key stakeholders will be undertaken to ensure connections and partnerships are built and maintained from the outset of the work.

- The Phase 2 Public Consultation Program – Part A is to begin in late 2018 to 2019. Policy and plan development will continue to be refined from initial proposals to a draft *Plan*. The Phase 2 Public Consultation Program – Part B is to begin later in the year.
- In late 2019, policy and plan development will continue to be refined to a final *Plan*, for Committee and Council’s consideration. With the adoption of a renewed *Burnaby Transportation Plan*, Phase 3 – Developing an Implementation Strategy is to begin.

6.4 Phase 2 Public Consultation Program

Building on the overall Public Consultation Framework for the *Burnaby Transportation Plan* update outlined in the 2017 July 10 Council report, the Phase 2 Public Consultation Program will continue to follow the approach previously outlined:

1. Public Consultation Objectives

Similar to Phase 1, the primary objective of this program will be to create a thoughtful, strategic, and inspiring *Plan* that reflects the input of the community, as outlined in the 2017 July 10 Council report.

2. The Graduated Approach

Similar to Phase 1, a “graduated” approach is proposed to maximize the reach and scope of the public consultation. It is organized around the three styles of communication, Process Awareness (Inform), Broad Public Consultation (Inform and Engage), and Targeted Engagement (Inform, Engage, and Involve), as outlined in the 2017 July 10 Council report.

3. Public Consultation Method

The second phase of public consultation will be undertaken in two parts, as per the 2017 July 10 Council report:

- **Part A** is intended to consider solutions and outcomes to the issues and opportunities raised during Phase 1. It will be focused on developing the specifics of the *Plan* and receiving input on the proposed policies, networks, and actions that bring the *Plan* to life. The public consultation program will offer a mix of broad and in-depth activities to enable both high-level engagement with the public, as well as detailed and informed conversations about trade-offs and opportunities with stakeholders.

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- **Part B** is intended to share and confirm the draft *Plan*. It will be focused on outreach, building support, and final review. The input received is intended to further refine the final *Plan* for Committee and Council consideration.

A report to Committee and Council further detailing the Phase 2 Public Consultation Program and presenting the draft Policy, Network, and Action proposals as a basis for Part A of the Phase 2 Public Consultation Program is to be brought forward after the research and analysis work has been completed. The report would officially launch the Phase 2 Public Consultation Program.

4. *Outcomes for the Phase 2 Public Consultation Program*

The anticipated outcomes of the Phase 2 Public Consultation Program are as follows:

- **Part A:**
 - Continued public awareness and interest in the *Burnaby Transportation Plan* update process;
 - A shared understanding of the issues, opportunities, and trade-offs for the transportation system in Burnaby;
 - Discussion on the draft Policy, Networks, and Actions leading to the creation of the draft *Burnaby Transportation Plan* document;
 - Momentum leading into Phase 2 Public Consultation Program: Part B.

Following the conclusion of Part A, a report summarizing the feedback received, the conveyance of a draft *Burnaby Transportation Plan* for public consultation, and next steps is to be presented to Committee and Council.

- **Part B:**
 - Continued public awareness and interest in the *Burnaby Transportation Plan* update process;
 - Confirmation of a draft *Burnaby Transportation Plan*; and,
 - Momentum leading into Phase 3: Developing an Implementation Strategy.

Following the conclusion of Part B, a report summarizing the feedback received and conveyance of the final *Burnaby Transportation Plan* for adoption is to be presented to Committee and Council.

As outlined in Section 6.3, the Phase 2 Public Consultation Program is expected to largely be undertaken starting in late 2018 through 2019.

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7.0 CONCLUSION

This report has described the outcomes of the Phase 1 Public Consultation Program and outlined a process to undertake Phase 2 of the *Burnaby Transportation Plan* update.

It is recommended that the Committee and Council receive for information the *attached Appendix 1 – Burnaby Transportation Plan Update Phase 1 Public Consultation Overview* report; approve the Vision, Themes, and Goals for the renewed *Burnaby Transportation Plan*; authorize staff to undertake Phase 2 – Building the Plan, as outlined in this report; and, that this report be sent to the Sustainable City Advisory Committee and Public Safety Committee for information.




Lou Pelletier, Director
 PLANNING AND BUILDING

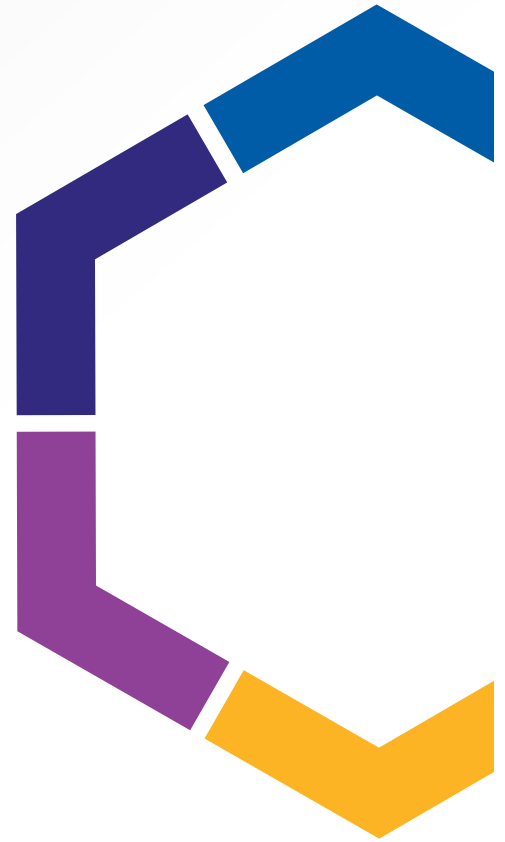
RDSC/sla/sa
Attachment

cc: City Manager
 Director Corporate Services
 Director Public Safety and Community Services
 Director Engineering
 Director Parks, Recreation and Cultural Services
 Director Finance
 City Clerk

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PHASE 1: Setting a Direction



BURNABY
TRANSPORTATION
PLAN **UPDATE**

PUBLIC CONSULTATION SUMMARY REPORT



Phase 1 Public Consultation Program Highlights

The Phase 1 Public Consultation Program took place over a four month period between August 2, 2017 and November 30, 2017. It was intended to raise awareness, build interest, understand the issues, and confirm the draft Vision, Themes, and Goals, thus setting a direction for an updated *Plan*.

A graduated approach and a variety of tools were used to capture input and feedback from a broad cross-section of the community.

What Was Heard



1,950 +

People engaged in conversations during the process



320

Questionnaires completed



78%

Of respondents support or strongly support the vision



93%

Of respondents support or strongly support the themes



89%

Of respondents support or strongly support the goals



1,000 +

Comments captured through events, stakeholder meetings, questionnaire, emails, phone calls, and social media

Outreach Activities



17

Public Events hosted or attended by staff



14

Stakeholder meetings hosted or attended by staff



1,400 +

Unique visitors to the City's dedicated website

(August 2, 2017 - November 30, 2017)



97,000

Household distribution for each edition of InfoBurnaby

(2 Articles)



44,000

Distribution of Burnaby Now

(2 Print Advertisements)



35,300 +

Total reach through Social Media

(9 Facebook Posts and 14 Twitter Posts)

Highlights and Key Messages

OVERALL

- Transportation was a topic of interest for the people we spoke to in Phase 1.

DRAFT VISION, THEMES, AND GOALS

- The draft Vision, Themes, and Goals are headed in the right direction and they received a high level of support. As a result, only minor edits and a few new goals are being proposed.
- Both stakeholders and the public are looking forward to seeing the draft Policies, Networks, and Actions that are to be created in Phase 2.

KEY MESSAGES

The majority of comments received highlighted interest in the following topics:

- Other, more active ways of traveling such as transit, walking, and cycling.
- Improving connections within the community, including suggestions to complete the walking, cycling, and transit networks. This included improvements to:
 - Transit Frequency and Service (quantity, quality, reliability, access)
 - Sidewalks (quantity, quality, design, access)
 - Cycling Facilities (quality, bike racks, signals, and new route opportunities)
- Improving safety for all modes throughout the city (rules, enforcement, signage, design).
- Improving automobile routes (route or location specific).
- Building new large transit infrastructure (trains, trams, trolleys, LRT, gondolas).
- Improving north-south connections within the community for all modes.
- Increasing opportunities for sharing (rental systems, car-sharing, bike-sharing, apps, parking).
- Anticipating new technology and how it may change the way people choose to travel.

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About the Burnaby Transportation Plan Update

The *Burnaby Transportation Plan* is the City's guiding policy document for transportation. It establishes the long-term vision for moving people and goods in the City, while integrating and achieving environmental, social, economic, and community development goals.

In Burnaby, transportation planning encompasses not just the process of going to a place, but the experience of how to get there. Enhancing quality of life, economic prosperity, environmental stewardship, community and place-making are core values in the provision of the transportation system.

The *Burnaby Transportation Plan* update was launched on July 10, 2017 with the approval of the Council Report outlining the process for the *Plan* update.

The *Plan* update was needed because the existing *Burnaby Transportation Plan (1995 Plan)* is more than 20 years old and much has changed in the City within that time frame. The *Plan* update is intended to address the following:

- Accommodating Growth and Lifestyle Shifts;
- Economic and Affordability Shifts;
- Planning and Policy Shifts; and,
- Technology Shifts.

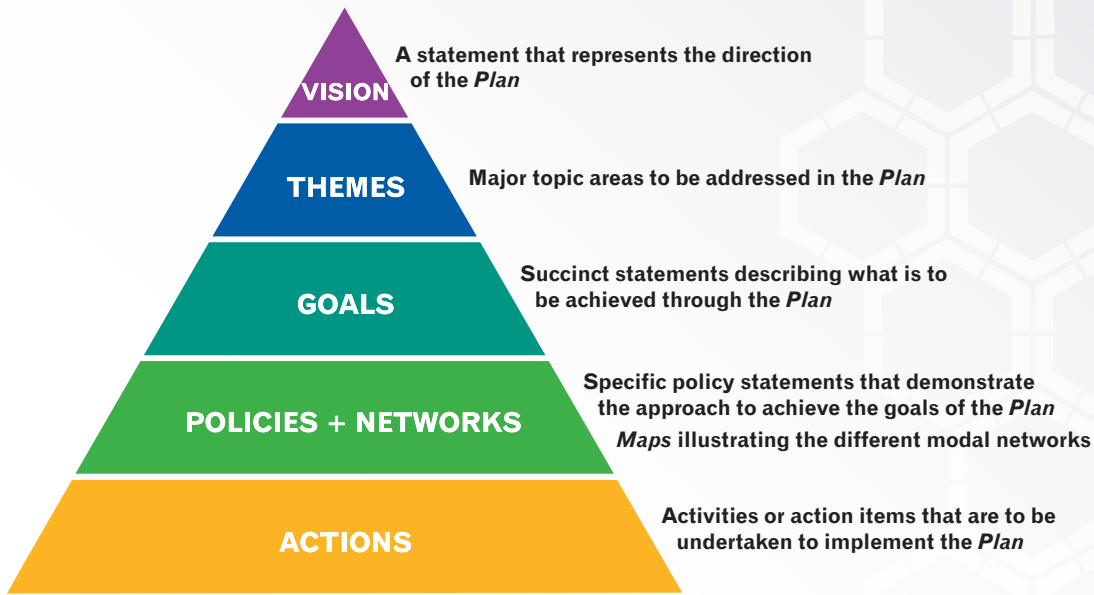
The *Plan* update will better enable Burnaby to respond to these changes, plan for the challenges ahead, and coordinate investments to meet the City's strategic transportation goals. It is the opportunity to consider innovative approaches, think about the "big picture", and consider a broad range of possible solutions.

In addition, an updated *Plan* will continue to support the necessary foundational components of transportation and civic functions such as accessing property, connecting people to destinations, ensuring public safety, and providing access for public services (police, fire, ambulance, utilities, etc.).

At its core, the renewed *Plan* will provide transportation options and choices that support land use, services, and the citizens of Burnaby.

Scope

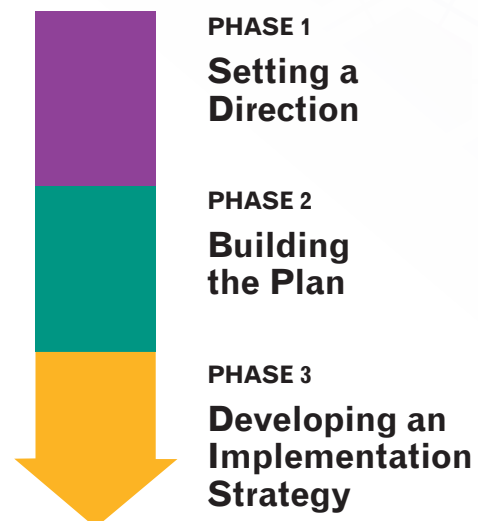
The scope of the *Burnaby Transportation Plan* update is to review and renew the adopted *1995 Plan*. This will include the creation of a new vision, themes, goals, policies, networks, and actions to guide the transportation system into the future.



Phasing

The *Burnaby Transportation Plan* update will be a multi-year process, divided in three phases:

- **Phase 1 - Setting a Direction:**
Identify transportation issues and opportunities in the City and determine the vision, themes, and goals to establish an overall direction for the renewed *Plan*.
- **Phase 2 - Building the Plan:**
Define the main body of the renewed *Plan*, including policies, networks, and actions.
- **Phase 3 - Developing an Implementation Strategy:**
Prepare an Implementation Strategy after the renewed *Burnaby Transportation Plan* is adopted.



Public Consultation Framework

The scope and significance of undertaking a renewed *Burnaby Transportation Plan* called for a consultation program that engaged a variety of stakeholders, inclusive of Burnaby residents and businesses, as well as other organizations and agencies that have an interest in Burnaby's transportation system. The public consultation was proactive in reaching out to and engaging a broad spectrum of people in an interesting and informative way.

PUBLIC CONSULTATION OBJECTIVES

The public consultation program for the *Plan* update sought to:

- reach a broad audience including residents, employees, businesses owners, service providers, and other stakeholders;
- raise awareness of existing transportation policies, programs, and regulations;
- raise awareness of the process and opportunities for input;
- outline the existing and future transportation issues and opportunities to the community;
- gain a better understanding of public opinion on key issues;
- address the needs of various stakeholders by providing a range of consultation formats;
- acknowledge and build upon existing partnerships; and,
- build support for the renewed *Burnaby Transportation Plan*.

PUBLIC CONSULTATION: A GRADUATED APPROACH

In an effort to maximize the reach and scope of the public consultation, the following “graduated” approach was used. This approach employed strategies intended to inform, engage, involve, and seek input from the public and stakeholders. It was organized around three styles of communication:

- **Process Awareness (Inform)**
Focused on communicating with the broader public about the *Plan* update. The activities were designed to provide general information about the process, transportation system, and the vision for the future.
- **Broad Public Consultation (Inform and Engage)**
Focused on providing opportunities for the broader public to be engaged in the process. The activities were designed to distribute information about the *Plan* update and the transportation system, as well as to invite feedback and discussion.

- **Targeted Engagement (Inform, Engage, and Involve)**

Focused on interactions with internal and external stakeholders. The activities were designed to encourage topic-specific or mode-specific discussions, explore issues and opportunities, and garner detailed input.

THE GRADUATED APPROACH



About the Phase 1 Public Consultation Program

Phase 1 of the *Burnaby Transportation Plan* is entitled “Setting a Direction”. The objective for the Phase 1 Public Consultation Program was to confirm the draft vision, themes, and goals, thus setting the direction for an updated *Plan*.

It was focused on providing information about Burnaby’s transportation system as it exists today, receiving input on transportation issues and opportunities in the City, and raising awareness and building interest in the process.

The Phase 1 Public Consultation Program began August 2, 2017 and ran through to November 30, 2017.

Anticipated Outcomes

The anticipated outcomes for the Phase 1 Public Consultation Program included:

- Public awareness and interest in the *Burnaby Transportation Plan* update process;
- A shared understanding of the issues and opportunities of the transportation system in Burnaby;
- Confirmation of the draft Vision, Themes, and Goals; and,
- Momentum leading into Phase 2.

Tools for Public Consultation

The following tools were used for the Phase 1 Public Consultation Program:



PROCESS AWARENESS (INFORM):

The intent was to use multiple platforms to provide information about the *Plan* update process, the transportation system, how the public can get involved, and the vision for the future. This included:

- A Burnaby Transportation Plan Update Webpage
- Print and Digital Notices (newspapers and social media)
- InfoBurnaby Articles
- Other Materials (contact cards, posters, and other media)



BROAD PUBLIC CONSULTATION (INFORM AND ENGAGE):

The intent was to continue to use communication platforms that provide general information, as outlined above, as well as host and / or attend events to provide opportunities for feedback through surveys and conversations with staff. This included:

- Public Events (civic events, pop-up displays, and public open houses)
- A Questionnaire
- Other Materials (factsheets, display boards, games, sticky note activities, and other media)



TARGETED ENGAGEMENT (INFORM. ENGAGE. AND INVOLVE):

The intent was to continue using the above communication platforms while deepening the conversations into topic-specific or mode-specific discussions that provide the opportunity to fully explore issues and opportunities, consider solutions, and garner detailed input. This included:

- Meetings / Workshops with internal and external stakeholders
- Council and Committee Meetings or Briefings
- Other Materials (presentations, subscription list, and other media)

Phase 1 Public Consultation Program Outcomes

The Phase 1 Public Consultation had very positive outcomes. The overall numbers of people who were engaged and interested in the *Burnaby Transportation Plan* update were strong. The variety of ways that people could choose to be engaged made it possible to connect with and receive input from a greater number of people.

The following section provides a summary of the outcomes from the tools used for the Phase 1 Public Consultation Program:

- Council and Committees
- Webpage
- Email, Phone Calls, and Contacts
- Print and Digital Notices
- Events
- Stakeholder Meetings
- Questionnaire
- Other Materials

Council and Committees

The initial report to launch the *Burnaby Transportation Plan* update was brought to the Planning and Development Committee on June 27, 2017. Subsequent to that, the report went to Council for adoption on July 10, 2017.

Staff also presented the draft Vision, Themes, and Goals to the Sustainable City Advisory Committee on November 1, 2017. The Committee provided input and feedback in a similar form to the stakeholder meetings.

Throughout the process, progress updates were provided to other committees of Council.

Website

A dedicated webpage for the *Burnaby Transportation Plan* update was launched on August 2, 2017 to provide the public with continued access to the most up-to-date resources and information related to the Plan, including Council reports, display boards, fact sheets, questionnaire, events, and more.



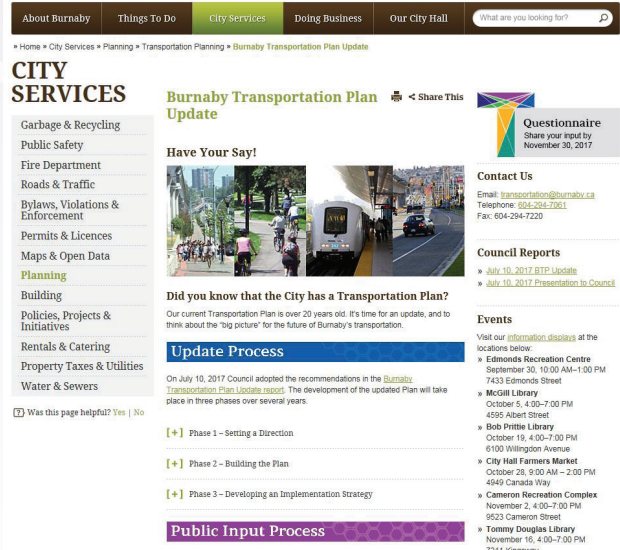
1,446

Unique Visitors to the website
(August 2, 2017 – November 30, 2017)



136

Visitors to the website came from social media



WEBPAGE LINK

The webpage, and all its information, can still be viewed at:

www.burnaby.ca/transportationplan

Emails, Phone Calls, and Contacts

A dedicated email address and telephone line were launched on August 2, 2017 for the *Burnaby Transportation Plan* update to provide the public with a way of contacting the City for information or to provide input.

Contact cards were handed out at all events and stakeholder meetings to provide information about all the different ways the public could contact the City to provide input or receive information.

In addition, the public had the option to sign-up for a subscription list to stay informed throughout the whole *Burnaby Transportation Plan* update process. An email letter will be sent on a quarterly basis providing a short update on the *Plan* and other related information.



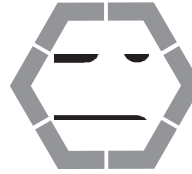
23

Emails and telephone calls were received from the public



30

Comments captured through emails and phone calls



2,300 +

Contact cards were handed out
(800+ Postcards & 1,500+ Business Cards)



100 +

People signed up for the subscription list

Print and Digital Notices

Print and digital notices and advertisements were published to notify the public of the process and the available methods of providing input; to advise the public of the dates, locations, and times of public consultation events; and to direct the public to information sources, such as the website.

- Print notices were published in the Burnaby Now on October 4, 2017 and November 8, 2017.
- Digital advertisements were published on the Burnaby Now website for 3 weeks, starting October 16, 2017 until November 5, 2017.
- Articles about the *Burnaby Transportation Plan* update ran in both the Summer and Fall editions of InfoBurnaby.
- Bi-weekly advertisements were published in the Burnaby Inter-agency E-News email.
- Digital advertising notices were posted to the City's Facebook and Twitter accounts detailing events and providing links to the website and questionnaire.
- Digital information notices were posted to the City's Facebook and Twitter accounts to provide educational information about the draft Themes.

INFOBURNABY



97,000

Household distribution for each edition of InfoBurnaby

(2 Articles = 2 Editions)

BURNABY INTER-AGENCY E-NEWS



216

Distribution for each edition

(Posted in 6 Editions)

BURNABY NOW - PRINT ADVERTISEMENTS



44,000

Distribution of Burnaby Now

(2 Print Advertisements)

BURNABY NOW - DIGITAL ADVERTISEMENTS



38,500

Appearances on the Burnaby Now webpage

(3 Weeks of Online Advertisements)



51

Total Clicks for a click through rate of 0.13%

(Performed Higher than National Average)

SOCIAL MEDIA



35,300 +

Total reach through Social Media

(9 Facebook Posts and 14 Twitter Posts)



9 Facebook Posts

59 Total Engagements (shares)

89 Total Clicks



14 Twitter Posts

49 Total Engagements (shares)

50 Total Clicks



12

Comments captured through social media

Public Events

Staff hosted or participated in civic events, public open houses, and pop-up events at multiple locations around the City to provide information about the *Plan* update and to encourage citizens to get involved, fill out the questionnaire, visit the webpage, and share their ideas and input.

■ Civic Events (CE):

These were larger events, such as Burnaby's 125th Birthday Celebration or World Rivers Day, which were hosted by the City or a local group. Staff set up a booth or display and other materials to provide information and discuss the *Plan* update.

■ Public Open House (POH):

These were dedicated events hosted by staff with a display and other materials for the purpose of providing information and discussing the *Plan* update.

■ Pop-up Event (PE):

These were events where staff went to locations where people were using various modes of transportation to discuss the *Plan* update and provide information and links to the questionnaire and other materials.

The display boards are attached in Appendix 2.



1,859

People engaged in conversations at public events

5 Civic Events

7 Public Open Houses

5 Pop-up Events

411

Comments captured at the public events

Public events were held in each quadrant and the central area

PUBLIC EVENTS SUMMARY

DATE	EVENT	TYPE OF EVENT	NUMBER OF PEOPLE ENGAGED
19 August 2017	Farmers' Market at City Hall	CE	86
24 August 2017	Outdoor Movies at Civic Square	CE	45
22 September 2017	Burnaby 125th Birthday at Bonsor Recreation Centre	CE	40
24 September 2017	World Rivers Day at the Burnaby Village Museum	CE	425
30 September 2017	Edmonds Recreation Centre	POH	104
5 October 2017	McGill Library	POH	52
19 October 2017	Bob Prittie Library	POH	39
24 October 2017	Bike to Work Week at the CVG and Gilmore	PE	196
26 October 2017	Bike to Work Week at BCIT	PE	61
28 October 2017	Farmers' Market at City Hall	CE	96
2 November 2017	Cameron Recreation Centre	POH	40
7 November 2017	Second Street Community School	PE	120
14 November 2017	Metrotown SkyTrain Station	PE	350
16 November 2017	Tommy Douglas Library	POH	32
22 November 2017	Market Crossing	PE	104
25 November 2017	Bonsor Recreation Centre	POH	63
30 November 2017	City Hall	POH	6
TOTAL People Engaged at Civic Events			692
TOTAL People Engaged at Public Open Houses			336
TOTAL People Engaged at Pop-up Events			831
TOTAL People Engaged			1,859



Stakeholder Meetings

Staff hosted or participated in meetings and workshops with internal and external stakeholders to discuss the vision, themes, and goals, as well as issues and opportunities.

Staff sent a letter inviting feedback either through a meeting or through our questionnaire to 68 stakeholder groups. The stakeholder groups contacted included neighbouring municipalities, Metro Vancouver, TransLink, Burnaby Board of Trade, Burnaby Access Advisory Committee, Healthy Communities Partnership, Ministry of Transportation, Fraser Health, Youth Voice Committee, and many more.

Staff met with 14 of these stakeholder groups. Of the stakeholders that staff did not meet with, many either responded to the survey or asked to participate in Phase 2.



97

People engaged in direct conversations at stakeholder meetings



14

Stakeholder meetings held



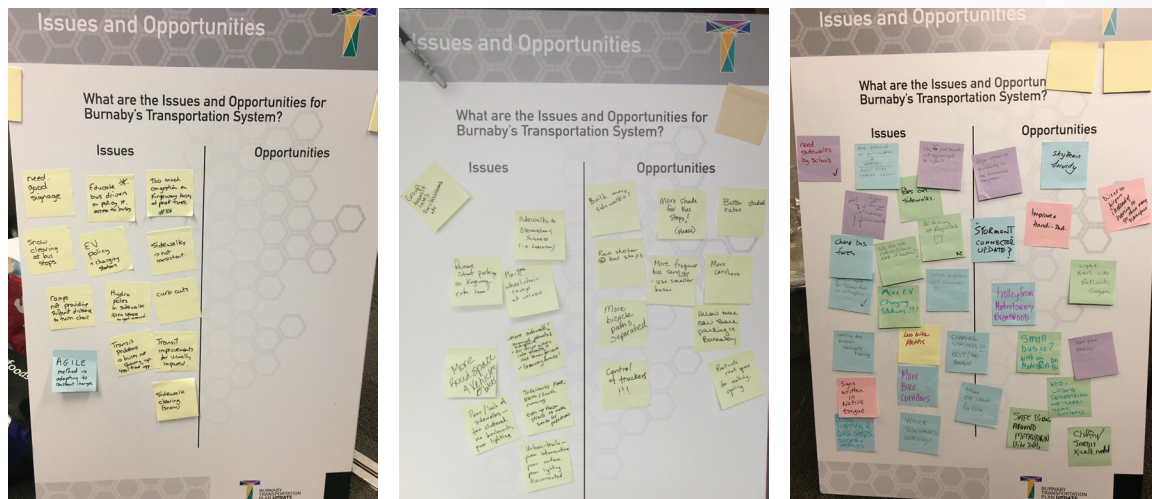
311

Comments captured at the stakeholder meetings



68

Letters sent to stakeholder groups informing them of the process and how they could participate



Sticky Note Activity



Presentation

Questionnaire

A questionnaire was created to invite citizens to provide their input on the draft vision, themes, and goals. Additional space was provided on the questionnaire for other comments as well as issues and opportunities for Burnaby's transportation system. Both hard-copy and digital versions were provided. The questionnaire is attached in Appendix 1.

The questionnaire was tailored to provide people with maximum choice for how they could participate. People could respond to:

- The draft vision (about 2 minutes);
- A few draft themes and goals (about 5 minutes); or,
- All of the draft vision, themes, and goals (about 15 minutes).

The questions were structured using a scale of:

- Strongly Support
- Support
- Neutral
- Oppose
- Strongly Oppose
- Prefer Not to Answer

In addition, there was an opportunity after each question to provide additional comments.



320

Questionnaires completed
(August 2, 2017 – November 30, 2017)



78%

Of respondents support or strongly support the vision



93%

Of respondents support or strongly support the themes



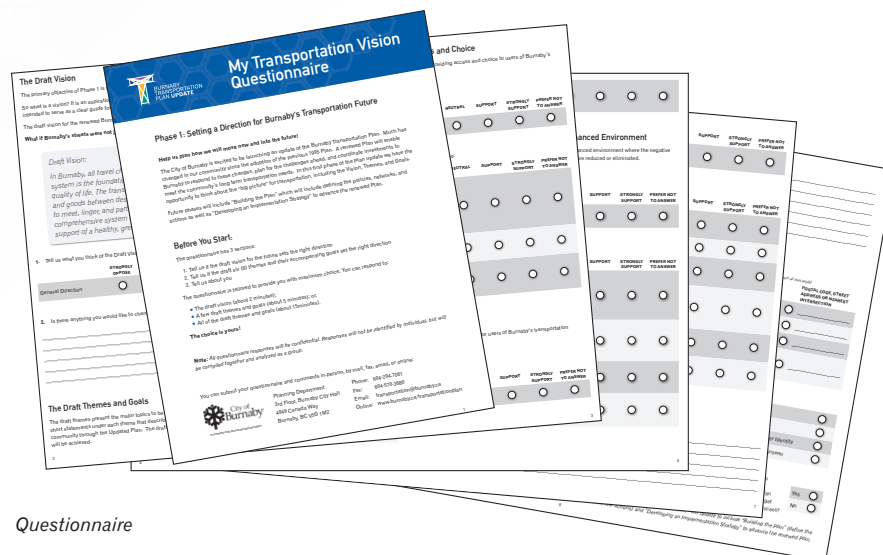
89%

Of respondents support or strongly support the goals



252

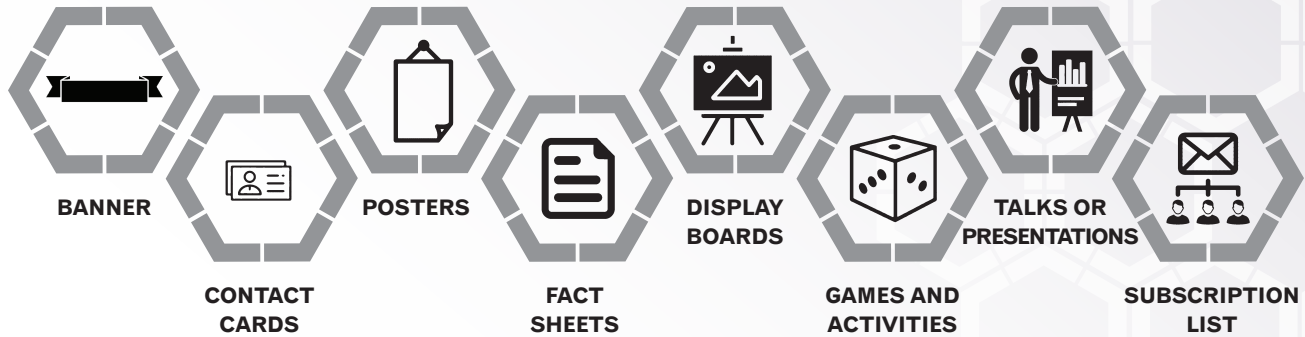
Comments captured through the questionnaire
(August 2, 2017 – November 30, 2017)



Questionnaire

Materials

During the Phase 1 Public Consultation Program, a variety of materials were used to further facilitate the communication of information and to garner feedback. These materials included:



Display Boards



Scrawl Wall



Trivia Game



Display



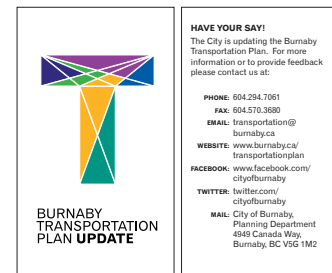
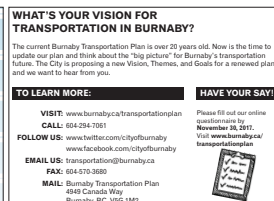
Poster



Display Set-up including Banner, Fact Sheets, Contact Cards, Game, Questionnaire, Bike Map, and Prizes



Contact Card (Postcard Size)



Contact Card (Business Card Size)

Phase 1 Public Consultation Program Results

The objective for the Phase 1 Public Consultation Program was to confirm the draft Vision, Themes, and Goals, thus setting the direction for an updated *Burnaby Transportation Plan*. In addition, the public was asked to provide input on the issues and opportunities facing the Burnaby transportation system.

The following section provides a summary of the responses received throughout the Phase 1 Public Consultation Program and highlights the results of the feedback.

Vision

LEVEL OF SUPPORT

When asked about the draft Vision, people were positive about the direction the City is setting for the future of transportation in the Burnaby. Through the questionnaire, 78% of respondents supported or strongly supported the draft Vision.



78%

Of respondents support or strongly support the Vision

SUMMARY OF COMMENTS RECEIVED

The comments received on the draft Vision were mostly positive. A small number of comments requested changes and were focused on a few key words, or said that the vision was either too long or not detailed enough.

SUMMARY OF PROPOSED CHANGES

After a review of all the comments, most of the comments are encompassed within the intent of the draft Vision. Two minor text edits are proposed.

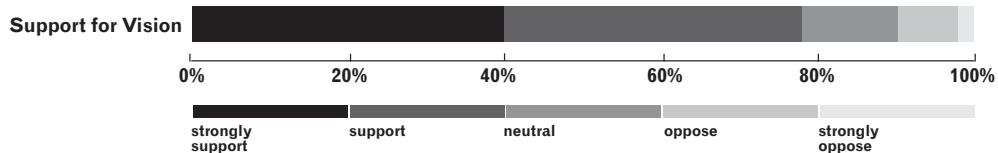
PROPOSED CHANGES TO THE VISION

In Burnaby, all travel choices are enjoyable and the transportation system is the foundation of our thriving public spaces and our quality of life.

The transportation system not only moves people and goods between destinations but provides places for people to meet, ~~linger~~, and participate in city life.

It is a balanced and ~~comprehensive~~ **inclusive** system that offers accessible and safe mobility in support of a healthy, green, prosperous, and connected community.

LEVEL OF SUPPORT FOR THE VISION



Themes and Goals

LEVEL OF SUPPORT

Overall, the public consultation indicated that people agreed with the draft Themes and Goals. Through the questionnaire, 93% of respondents supported or strongly supported the draft Themes and 89% of respondents supported or strongly supported the draft Goals.



93%

Of respondents support or strongly support the Themes



89%

Of respondents support or strongly support the Goals

SUMMARY OF COMMENTS RECEIVED

The draft Themes and Goals were generally seen as covering all the main topics, opportunities, or concerns, and offered a strong framework on which to build the *Plan*.

Comments about the draft Themes and Goals were provided, but the suggestions for change were not numerous.

SUMMARY OF PROPOSED CHANGES TO THE THEMES

After a review of all the comments, one minor text edit is proposed for the Connected Community Theme. It was felt that it should match the other Themes by being only one word.

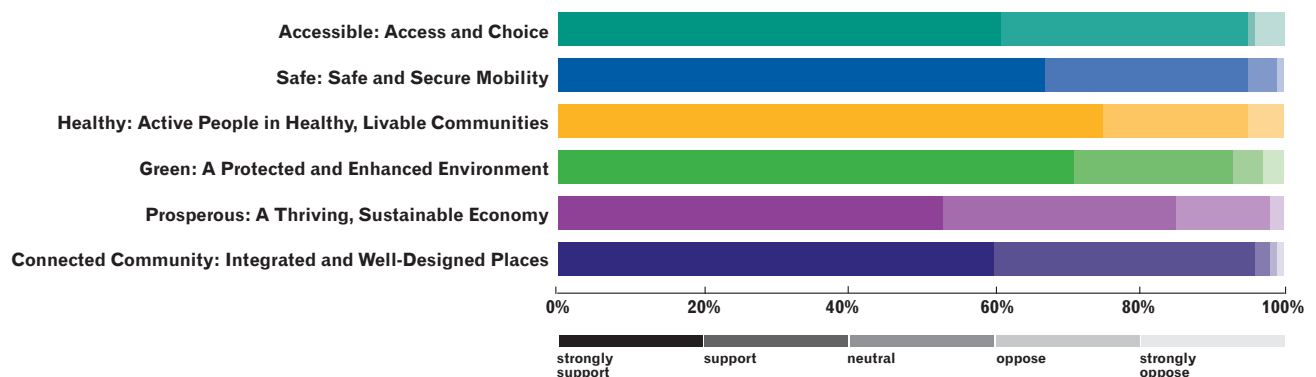
PROPOSED CHANGES TO THE THEMES

Themes:

- Accessible: access and choice
- Safe: safe and secure mobility
- Healthy: active people in healthy, livable communities
- Green: a protected and enhanced environment
- Prosperous: a thriving, sustainable economy
- Connected **Community**: integrated and well-designed places

The following pages highlight the outcomes for each draft Theme and its Goals.

LEVEL OF SUPPORT FOR EACH THEME





Accessible: Access and Choice

LEVEL OF SUPPORT

- 95% of respondents support or strongly support this draft Theme.
- Over 93% of respondents support or strongly support each of the three draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals emphasized inclusiveness of the system, accessible design, greater social equity, and improved financial equity.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, one minor text edit is proposed.

PROPOSED CHANGES TO THE THEME AND GOALS

Accessible: access and choice

The “accessible” theme is about providing access and choice to users of Burnaby’s transportation system.

The goals for an accessible transportation system are to:

- provide people with multi-modal access to their homes, jobs, shops and businesses, educational opportunities, extracurricular activities, and other destinations;
- provide travel options that are easy, reliable, and flexible; and,
- provide **inclusive** access and choice for people of all ages, abilities, socio-economic levels, and backgrounds.

LEVEL OF SUPPORT FOR EACH GOAL

Provide people with multi-modal access to their homes, jobs, shops and businesses, educational opportunities, extracurricular activities, and other destinations

Provide travel options that are easy, reliable, and flexible

Provide access and choice for people of all ages, abilities, socio-economic levels, and backgrounds





Safe: Safe and Secure Mobility

LEVEL OF SUPPORT

- 95% of respondents support or strongly support this draft Theme.
- Over 92% of respondents support or strongly support each of the five draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals included the need for more specific commentary focusing on education for all modes, provisions for emergency access, safe design practices (CPTED), and monitoring streets for safety concerns.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, one additional goal relating to emergency access is proposed along with one minor text edit.

PROPOSED CHANGES TO THE THEME AND GOALS

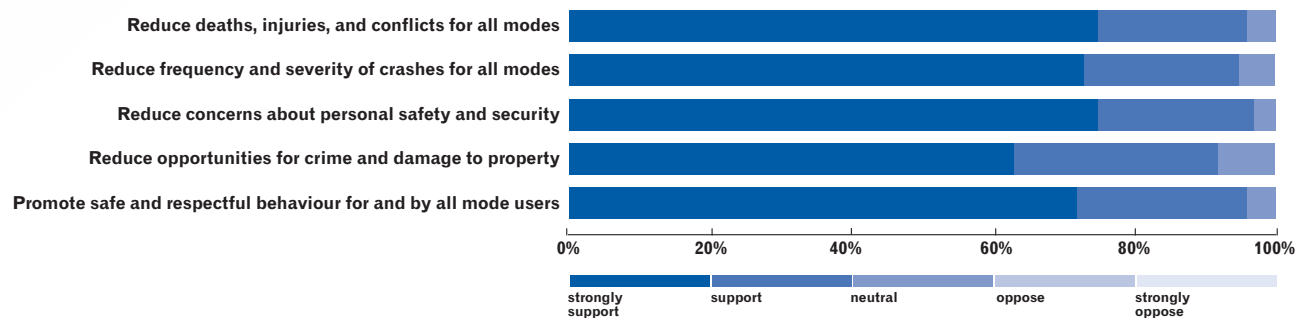
Safe: safe and secure mobility

The theme of “safe” mobility is about reducing the risk of harm for users of Burnaby’s transportation system.

The goals for a safe transportation system are to:

- reduce deaths, injuries, and conflicts for all modes;
- reduce frequency and severity of crashes for all modes;
- reduce concerns about personal safety and security;
- reduce opportunities for crime and damage to property;
- **provide for emergency access and response;** and,
- promote safe and respectful behaviour **for-** ~~and~~ by all mode users.

LEVEL OF SUPPORT FOR EACH GOAL





Healthy: Active People in Healthy, Livable Communities

LEVEL OF SUPPORT

- 95% of respondents support or strongly support this draft Theme.
- Over 82% of respondents support or strongly support each of the three draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals included an emphasis on increasing access to schools, facilities, amenities, businesses, and healthy food sources. The comments also noted that this Theme is not just about physical health, but also emotional and mental health.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, two minor text edits are proposed.

PROPOSED CHANGES TO THE THEME AND GOALS

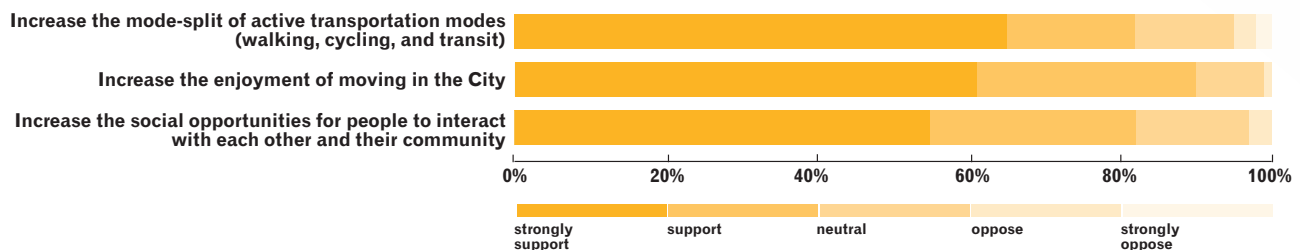
Healthy: active people in healthy, livable communities

The “healthy” theme is about supporting mobility choices that improve personal and community **physical, emotional, and mental** health and well-being.

The goals for a healthy transportation system are to:

- increase the **mode-split of proportion of trips by** active transportation modes (walking, cycling, and transit);
- increase the enjoyment of moving **around** in the City; and,
- increase the social opportunities for people to interact with each other and their community.

LEVEL OF SUPPORT FOR EACH GOAL





Green: A Protected and Enhanced Environment

LEVEL OF SUPPORT

- 93% of respondents support or strongly support this draft Theme.
- Over 83% of respondents support or strongly support each of the four draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals raised the topics of resiliency, adaptability, climate change, landscaping, and green infrastructure.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, one additional goal relating to resiliency and adaptability is proposed along with three minor text edits.

PROPOSED CHANGES TO THE THEME AND GOALS

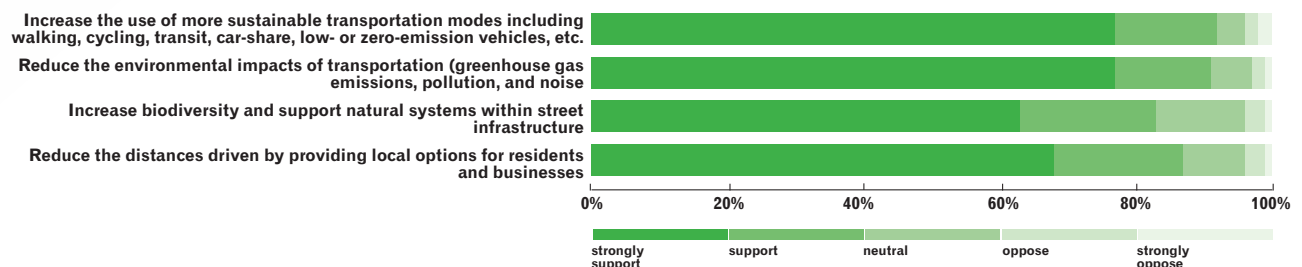
Green: a protected and enhanced environment

The “green” theme is about enhancing the environment and reducing or eliminating negative impacts from the transportation system, such as greenhouse gas emissions, air pollution, noise, water quality impacts, and habitat degradation or destruction.

The goals for a green transportation system are to:

- increase the use of more sustainable transportation modes including walking, cycling, transit, car-share, low- or zero-emission vehicles, etc.;
- increase **and support landscaping**, biodiversity, and **support** natural systems within street infrastructure;
- **increase the resiliency and adaptability of the transportation system;**
- reduce the environmental impacts of transportation (greenhouse gas emissions, pollution, and noise); and,
- reduce the distances driven overall **by providing local options for residents and businesses.**

LEVEL OF SUPPORT FOR EACH GOAL





Prosperous: A Thriving, Sustainable Economy

LEVEL OF SUPPORT

- 85% of respondents support or strongly support this draft Theme.
- Over 75% of respondents support or strongly support each of the five draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals included the need for more specific commentary focusing on sharing resources, space, and infrastructure across all modes, equity where everyone pays their fair share for what they use, improved maintenance and efficiency, fostering growth of local businesses, and how to incorporate new technology.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, two additional goals relating to sharing and new technologies are proposed along with four minor text edits.

PROPOSED CHANGES TO THE THEME AND GOALS

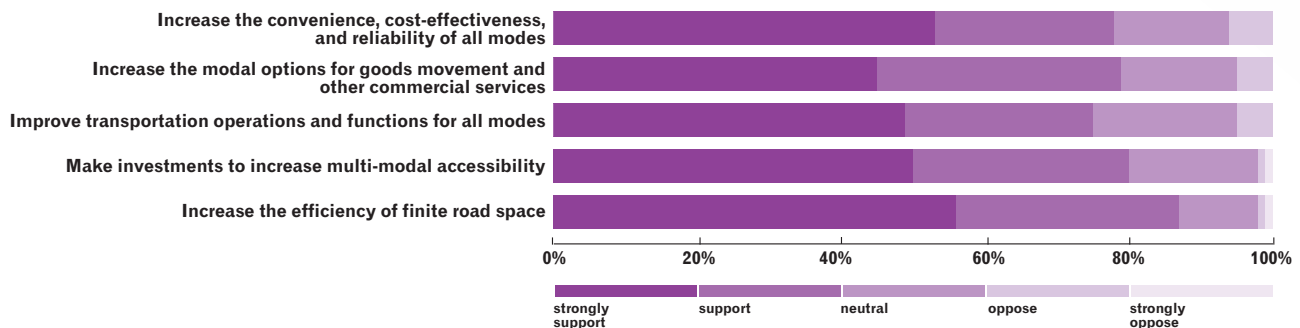
Prosperous: a thriving, sustainable economy

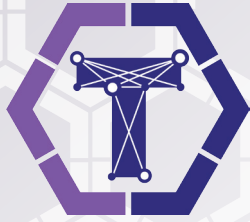
The “prosperous” theme is about providing for the convenient, efficient, cost-effective, and reliable movement of people, services, and goods for customers, employees, and businesses.

The goals for a prosperous transportation system are to:

- increase the convenience, cost-effectiveness, and reliability of all modes;
- increase the modal options for goods movement and other commercial services;
- **increase opportunities for sharing (modes, resources, space, and infrastructure);**
- **consider opportunities for new technology and ways of traveling;**
- improve **City** operations **and maintenance and functions** for all modes;
- make investments to increase multi-modal accessibility **and choice**; and,
- increase the efficiency of finite road space.

LEVEL OF SUPPORT FOR EACH GOAL





Connected Community: Integrated and Well-designed Places

LEVEL OF SUPPORT

- 96% of respondents support or strongly support this draft Theme.
- Over 79% of respondents support or strongly support each of the six draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals included that this Theme be represented by one word to be consistent with the other Themes, and that the goals needed more emphasis on information and wayfinding, the prioritization of modes, quality of the public realm, working with other agencies, governments, and stakeholders, and greater social and economic connectivity.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, one text edit to the Theme is proposed along with one additional goal relating to wayfinding is proposed.

PROPOSED CHANGES TO THE THEME AND GOALS

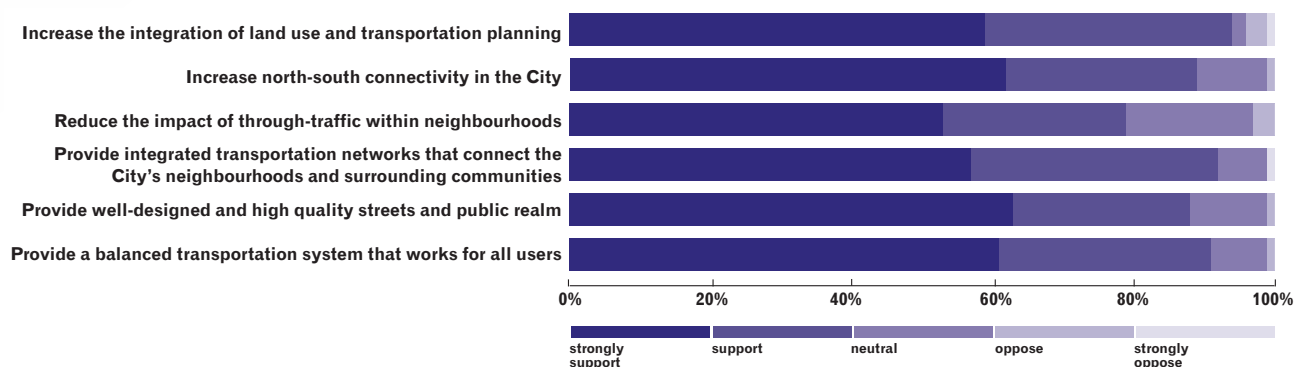
Connected **Community**: integrated and well-designed places

The “connected” theme is about integrating transportation with land use to create well-designed places and complete communities.

The goals for a connected transportation system are to:

- increase the integration of land use and transportation planning;
- increase north-south connectivity in the City;
- reduce the impacts of through-traffic within neighbourhoods;
- provide integrated transportation networks that connect the City’s neighbourhoods and surrounding communities;
- provide well-designed and high quality streets and public realm;
- **provide better information to help people use the transportation system;** and,
- provide a balanced transportation system that works for all users.

LEVEL OF SUPPORT FOR EACH GOAL

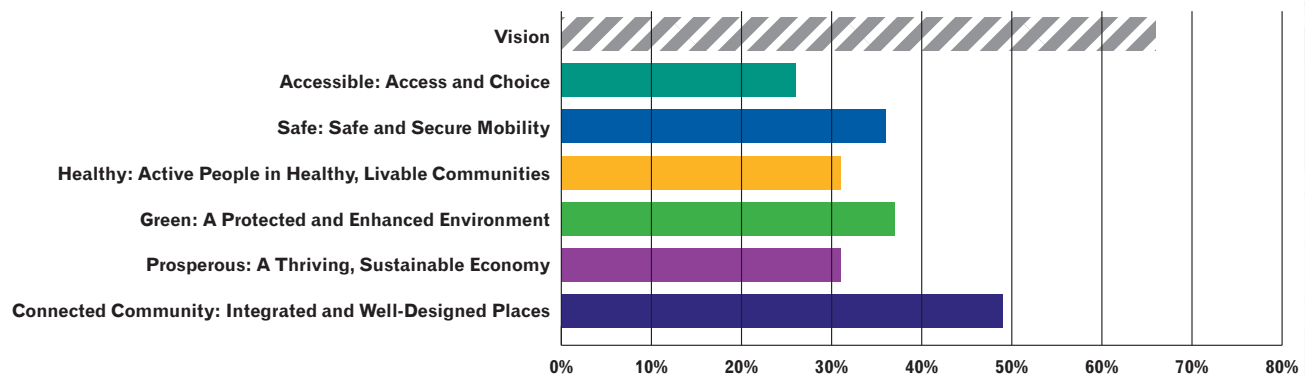


Level of Interest

The questionnaire was tailored to enable the public maximum choice in how they responded to the questions. They could respond to all the questions or just the questions relating to the topics that were of most interest to them. The following chart provides the breakdown of how many people responded to the different sections of the questionnaire.

The chart highlights that the Vision, along with the Connected, Safe, and Green Themes received the most interest from respondents.

PERCENTAGE OF RESPONDENTS ANSWERING EACH SECTION OF THE QUESTIONNAIRE



Summary of Comments Received

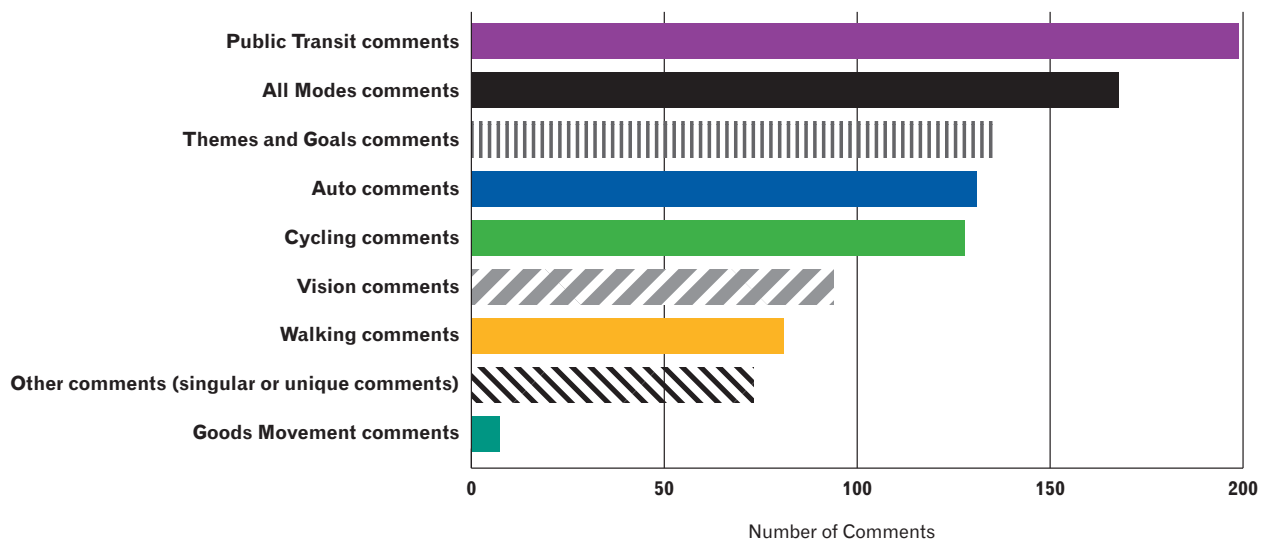
Throughout the Phase 1 Public Consultation Program over 1000 comments were received. The comments were captured via the questionnaire, sticky note activities from public events, notes from the stakeholder meetings, emails, phone calls, and social media.

The following chart categorizes the total 1,016 comments received into broad comment categories to show more generally the highest level of interest in the responses.

As shown in the chart, the top five general categories that received the highest number of comments were as follows:

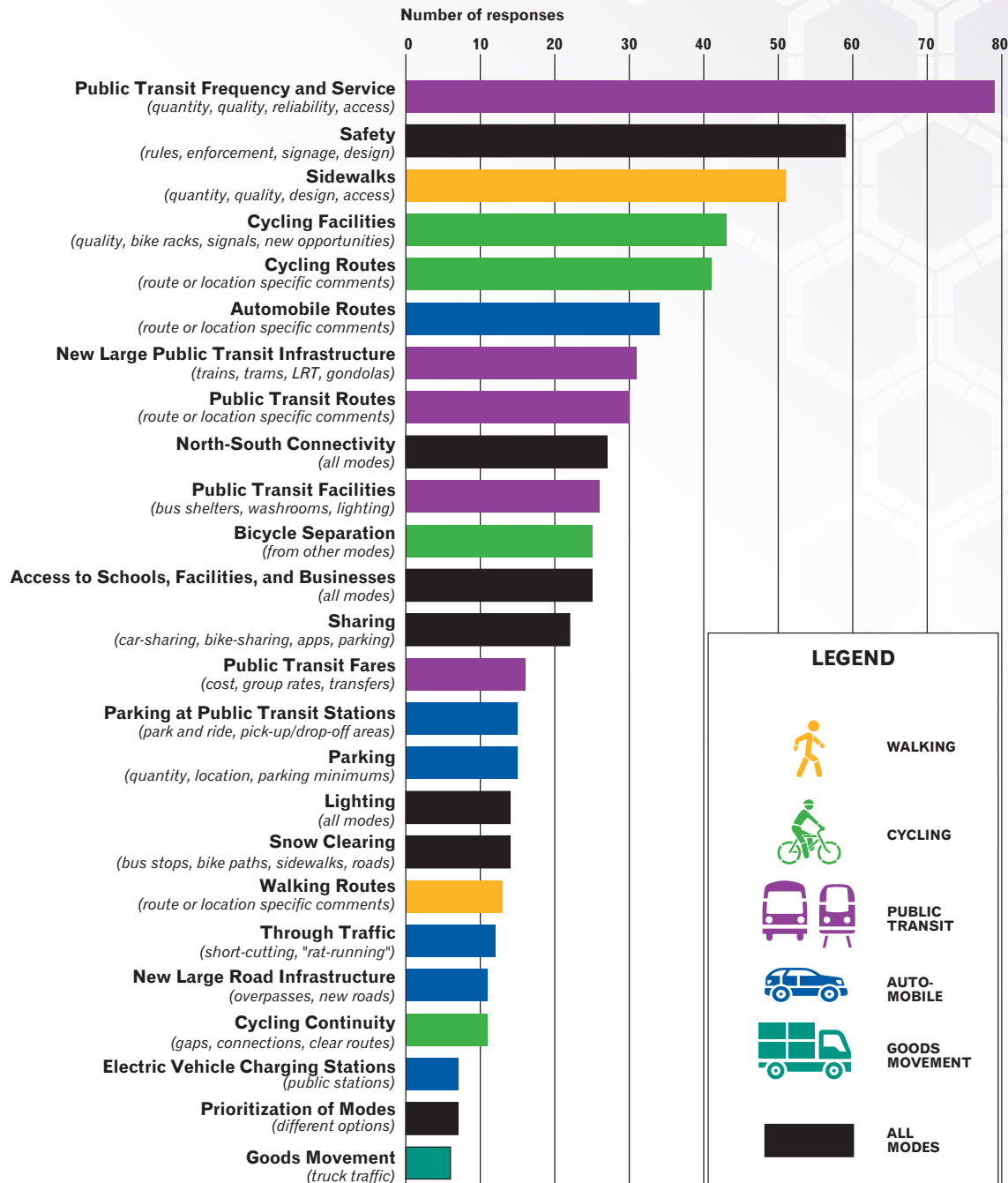
1. Public Transit Comments
2. All Modes Comments
(Eg. Safety, North-South Connectivity, Sharing, Snow Clearing, Lighting, etc.)
3. Themes and Goals Comments
4. Automobile Comments
5. Cycling Comments

SUMMARY OF COMMENTS BY GENERAL CATEGORY



The following chart provides a more detailed summary list of the comments received. The comments were grouped into common categories to show which topics, issues, and opportunities were discussed most often.

SUMMARY OF COMMENTS RECEIVED



NOTE: This chart does not include:

- the Vision, Themes and Goals comments (230), as they were represented under the Vision, Themes, and Goals results previously outlined; and,
- the General/Other comments (152) that either could not be categorized because they were insufficient in frequency or they were non-transportation related.

As highlighted in the Summary of Comments Received chart, the top five topics, issues, and opportunities are outlined as follows:

1. Transit Frequency and Service

(Quantity, Quality, Reliability, Access)

Over 75 comments were made regarding the desire for public transit to be more frequent and reliable, have better and more accessible stop locations, and have improved routing throughout the City.



TRANSIT

Over 75 comments were made regarding public transit

2. Safety

(All Modes, Rules, Enforcement, Signage, Design)

Over 55 comments were made regarding the desire to enhance safety for all modes throughout the City. This included commentary on education, enforcements, signage, design, and other safety related concerns or suggestions.



SAFETY

Over 55 comments were made regarding safety

3. Sidewalks

(Quantity, Quality, Design, Access)

Over 50 comments were made regarding the desire for more and better quality sidewalks throughout the City. This included sidewalk design and accessibility as key concerns.



SIDEWALKS

Over 50 comments were made regarding sidewalks

4. Cycling Facilities

(Quality, Bike Parking, Signals, New Opportunities)

Over 40 comments were made offering suggestions on how cycling facilities could be improved. This included commentary on the quality of cycle tracks and bikeways, family friendly design, signals and other bike specific facilities, end of trip facilities, new route opportunities, etc.



CYCLING

Over 40 comments were made regarding cycling

5. Cycling Routes

(Route or Location Specific Comments)

Over 40 comments were made offering suggestions on specific locations or routes that could be improved. This included commentary on design, network gap locations, safety concerns, etc.



CYCLING

Over 40 comments were made regarding cycling routes or locations

Sampling of Comments Received During the Phase 1 Public Consultation

(AUGUST 2, 2017 - NOVEMBER 30, 2017)

Burnaby must make it a priority to remove impediments from sidewalks - such as telephone poles! Their presence indicates a disrespect for pedestrians.

Lane markings are not visible when it rains - not enough reflective markings.

Need high-quality transit (comfortable, convenient, adequate capacity) to attract people out of their cars.

Transportation system in Burnaby is very good. I do not think we should create new road or bridges. We need to invest to repair the existing roads to support the system.

Need more public EV charging stations

SkyTrain stations need kiss-and-ride spaces. An able-bodied person can hop out quickly at the curb (i.e., blocking traffic for a moment) but someone with a wheelchair needs more time.

For seniors, a barrier to mobility is also a barrier to health (remaining active).

Rapid transit north-south connecting Metrotown and Brentwood Town Centres.

I don't think it's realistic to ever achieve an enjoyable driving experience in Burnaby. There are safety improvements to be made and minor improvements possible in traffic flow, but realistically, the way to improve driving experience is to get more people out of their cars so the roads are less congested for the remaining drivers. However, less congested roads will bring people back into their cars so at best it's a zero sum game. More focus on transit and cycling. Less street parking would increase road space for all users. Increased car share services would reduce demand for street parking.

Bike network - not family friendly - need "all ages and abilities" bike routes.

All of us are responsible for making this vision become reality - to be a community we must have buy-in and universal access to this system.

I can't think of anything you missed. It all seems quite utopian. More of a dream than a plan. If this is the direction that will inform future decision making, then hooray. There is a lot of work to do.

Many of these goals can be met by installing sidewalks which encourages people to walk instead of drive. If residents have safe, walkable areas, they will walk to do errands, pick up groceries, and simply walk around their neighbourhoods which increases safety, security and "connected communities", which happens organically when neighbours know each other.

Buses and SkyTrains are standing room only at all times of the day and night. More buses and trains are needed.

Spending too much on roads and not enough of sidewalks etc.

Difficult to get around by car - too many cars on the road.

Better north-south connectivity - and wayfinding to make it clear how you can go north-south.

We must try to give people alternatives to using their cars. With climate change, continuing heavy vehicle use is not an option. Not only should provide incentives for people to drive smaller cars, but we must also encourage cycling and walking and transit options.

What is the transportation impact of online shopping (more deliveries)?

Build more sidewalks (complete the walking network) near schools

Need a ramp off Highway 1 onto North Road.

We need to flip the pyramid – Prioritize walking, cycling, transit, goods, and then the car.

I would like to suggest for the notion of "sharing" to be included and clearly mentioned. The public space is shared by people, the transportation infrastructure is shared by people, the transportation solutions are shared by people. Without individuals and organizations able and willing to respectfully share with others, there is no path to a prosperous community (and a good multi-modal transportation system).

I would like explicit acknowledgment of Kingsway as Burnaby's most important street. Kingsway, as it is now, is a terrible environment. There needs to be a balance on that road so that it supports street life as well as various transportation modes, not just the car.

Conclusion

The input received throughout the Phase 1 Public Consultation Program has set the direction for the new *Plan* and provided information on the issues and opportunities that will feed into or form parts of the work during Phase 2 of the *Burnaby Transportation Plan* update process.

Next Steps

Phase 1 of the *Burnaby Transportation Plan* update was set up to identify transportation issues and opportunities in the City and determine the Vision, Themes, and Goals to establish an overall direction for the renewed *Plan*.

Phase 1: Setting a Direction of the *Burnaby Transportation Plan* update is complete. The Phase 2: Building the Plan work is about to begin.

Phase 2 will focus on building the Policies, Networks, and Actions for the main body of the renewed *Plan*. The findings from Phase 1 will be incorporated into the work of Phase 2. The activities to be undertaken in Phase 2 will include:

- Research and Analysis
- Policy and Plan Development
- Public Consultation
- Reporting

Please stay tuned for further opportunities to provide input, review materials, and be involved in the future of Burnaby's transportation system.



Appendix 1

Questionnaire

For the Phase 1 Public Consultation Program of the *Burnaby Transportation Plan* update, the following Questionnaire was used to gather input on the draft Vision, Themes, and Goals, as well as any additional comments.

My Transportation Vision Questionnaire



Phase 1: Setting a Direction for Burnaby's Transportation Future

Help us plan how we will move now and into the future!

The City of Burnaby is excited to be launching an update of the Burnaby Transportation Plan. Much has changed in our community since the adoption of the previous 1995 Plan. A renewed Plan will enable Burnaby to respond to these changes, plan for the challenges ahead, and coordinate investments to meet the community's long term transportation needs. In this first phase of the Plan update we have the opportunity to think about the "big picture" for transportation, including the Vision, Themes, and Goals.

Future phases will include "Building the Plan" which will include defining the policies, networks, and actions as well as "Developing an Implementation Strategy" to advance the renewed Plan.

Before You Start:

The questionnaire has 3 sections:

1. Tell us if the draft vision for the future sets the right direction
2. Tell us if the draft six (6) themes and their accompanying goals set the right direction
3. Tell us about you


The questionnaire is tailored to provide you with maximum choice. You can respond to:

- The draft vision (about 2 minutes);
- A few draft themes and goals (about 5 minutes); or
- All of the draft themes and goals (about 15 minutes).

The choice is yours!

Note: All questionnaire responses will be confidential. Responses will not be identified by individual, but will be compiled together and analyzed as a group.

You can submit your questionnaire and comments in-person, by mail, fax, email, or online:

 City of Burnaby <small>PLANNING AND BUILDING DEPARTMENT</small>	Planning Department	Phone: 604-294-7061
	3rd Floor, Burnaby City Hall	Fax: 604-570-3680
	4949 Canada Way	Email: transportation@burnaby.ca
	Burnaby, BC V5G 1M2	Online: www.burnaby.ca/transportationplan

The Draft Vision

[illegible]

2. Is there anything you would like to change or add?

The Draft Themes and Goals

Accessible: Access and Choice

This draft theme is about providing access and choice to users of Burnaby's transportation system.

[illegible][illegible]

Safe: Safe and Secure Mobility

This theme is about reducing the risk of harm for users of Burnaby's transportation system.

[illegible]

6. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Reduce deaths, injuries, and conflicts for all modes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce frequency and severity of crashes for all modes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce concerns about personal safety and security.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce opportunities for crime and damage to property.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote safe and respectful behaviour for and by all mode users.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Healthy: Active People in Healthy Livable Communities

This theme is about supporting mobility choices that improve personal and community health and well-being.

7. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Healthy: Active People in Healthy, Livable Communities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Increase the mode-split of active transportation modes (walking, cycling and transit).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the enjoyment of moving in the City.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4

Increase the social opportunities for people to interact with each other and their community.



Green: A Protected and Enhanced Environment

This theme is about a protected and enhanced environment where the negative impacts from the transportation system are reduced or eliminated.

9. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Green: A Protected and Enhanced Environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Increase the use of more sustainable transportation modes including walking, cycling, transit, car-share, low- or zero-emission vehicles, etc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce the environmental impacts of transportation (greenhouse gas emissions, pollution, and noise).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase biodiversity and support natural systems within street infrastructure.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce the distances driven by providing local options for residents and businesses.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5



Prosperous: A Thriving, Sustainable Economy

This theme is about providing for the convenient, efficient, cost-effective, and reliable movement of people, services, and goods for customers, employees, and businesses

11. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Prosperous: A Thriving, Sustainable Economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Increase the convenience, cost-effectiveness, and reliability of all modes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the modal options for goods movement and other commercial services.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve transportation operations and functions for all modes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Make investments to increase multi-modal accessibility.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the efficiency of finite road space.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Connected Community: Integrated and Well-Designed Places

This theme is about integrating transportation with land use to create well-designed places and complete communities.

13. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Connected Community: Integrated and Well- Designed Places	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

14. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Increase the integration of land use and transportation planning.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase north-south connectivity in the City.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce the impact of through-traffic within neighbourhoods.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide integrated transportation networks that connect the City's neighbourhoods and surrounding communities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide well-designed and high quality streets and public realm.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide a balanced transportation system that works for all users.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional Comments:

15. Did we miss an issue, theme, or goal?

6

7

16. Any other comments?

Tell Us About You

(Your responses to these questions will be kept confidential.)

Please estimate the number of times you used each of the following modes in the last seven days?

Walking

Cycling

Transit

Car Driver

Car Passenger

Other

(one trip = one time)

Do you ... (Select all that apply)

POSTAL CODE, STREET ADDRESS OR NEAREST INTERSECTION

Live in Burnaby

Work in Burnaby

Goto School in Burnaby

Shop, Recreate, or Other in Burnaby

Please indicate your age group:

Under 18 years

18 - 24 years

25 - 34 years

35 - 44 years

45 - 54 years

55 - 64 years

65 years and older

Prefer not to answer

Are you:

Female

Male

Another Gender Identity

Prefer Not to Answer

Contact Information:

Name:

Email:

Would you like to be added to our Transportation Plan subscriber list to get updates on the process?

Yes

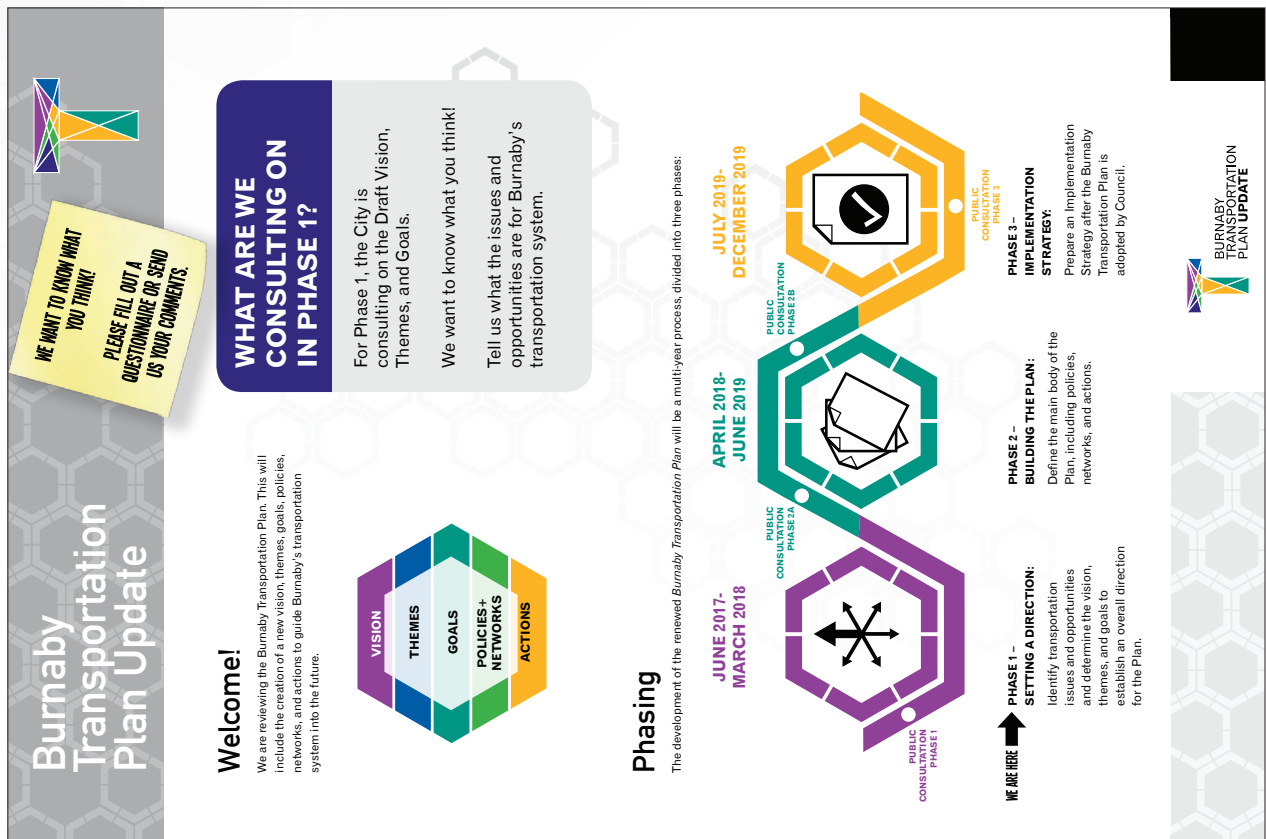
No

Watch for future phases of the Burnaby Transportation Plan update to include "Building the Plan" (define the policies, networks, and actions) and "Developing an Implementation Strategy" to advance the renewed Plan.



Appendix 2 Display Boards

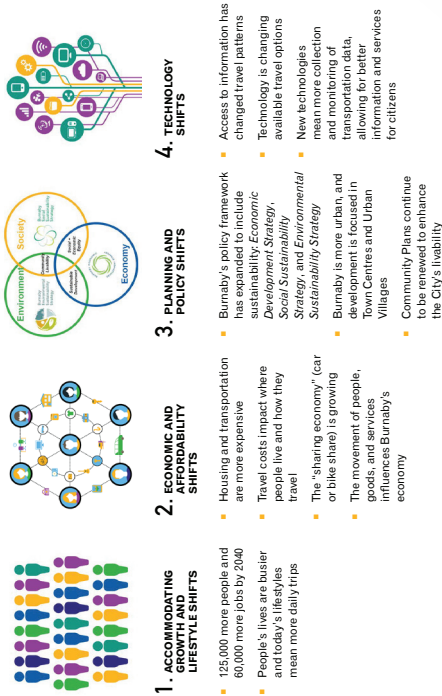
For the Phase 1 Public Consultation Program of the *Burnaby Transportation Plan* update, the following Display Boards were used to provide information and gather input on the draft Vision, Themes, and Goals, as well as any additional comments, issues, and opportunities.



Why Do We Need A New Plan?

Why do we Need a New Plan?

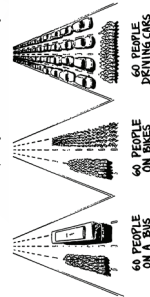
The City needs a renewed Transportation Plan to address the following key shifts:



The Space Challenge

The City and its transportation system face a fundamental space challenge. Land and streets are finite City resources that require careful management. Approximately 20% of the City's land area is dedicated rights-of-way for the transportation system. Given the growing population and its increasing demand for transportation services, as well as the limited land and street supply, the City needs to strategically plan for how to move people and goods efficiently into the future. The ability to expand or add streets will be limited. However, existing streets can be reorganized or redesigned to accommodate different modes and volumes of movement, improved to make the public realm more enjoyable, and enhanced to advance the quality of life within Burnaby.

A balanced multi-modal system provides people with more choices to get around. If more people walk, cycle and take transit, it will free up road space and the transportation system will work better for everyone, including drivers.



BURNABY
TRANSPORTATION
PLAN UPDATE

Draft Vision and Themes

Draft Vision:

In Burnaby, all travel choices are enjoyable and the transportation system is the foundation of our thriving public spaces and our quality of life. The transportation system not only moves people and goods between destinations but provides places for people to meet, linger, and participate in city life. It is a balanced and comprehensive system that offers accessible and safe mobility in support of a healthy, prosperous, green, and connected community.

What could Burnaby's Transportation System Look Like in the Future?

DRAFT VISION NARRATIVE

The following narrative is an expansion of the vision to imagine what the City's transportation system could look like in the future:

In Burnaby, the transportation system is an important part of the public realm. The streets not only move people between daily activities but provide places for people to meet, linger, and participate in all that the City has to offer.

Burnaby provides:

- a walking environment that makes it easy and delightful to get from place to place;
- a cycling environment that is comfortable and well-connected throughout the City;
- a transit environment that is efficient and pleasant;
- a driving environment that is predictable and reliable, and
- a safe environment for all users.

Burnaby's streets form an important gathering space within neighbourhoods and communities. A place where people greet their neighbours, enjoy shopping and dining, and are entertained and active. The system shapes where people live, work, play, learn, and socialize, making it possible for citizens to carry out their daily activities locally.

The transportation system moves people and services efficiently and mindfully throughout the City. It includes the integrated use of multiple modes (walking, cycling, transit, cars, trucks, trains, and ships) to connect consumers with products and services. It supports the full range of goods movement from local delivery to importing and exporting, and is part of building complete communities.

Burnaby's balanced and comprehensive transportation system is one that makes citizens' lives easier. It takes time to get to one's destination, but the system is designed to make it a pleasant experience. It is a combination thereof to reach their destinations. It makes it possible to transport goods and services within local communities. It is a multi-modal system that provides access and choice, offers safe and secure mobility, encourages healthy and active communities, protects the environment, and builds vibrant, connected communities.

In Burnaby, moving in the City is not just an action, but an experience.

Draft Themes:



BURNABY
TRANSPORTATION
PLAN UPDATE

Theme #1 – Accessible

ACCESS AND CHOICE



What is this Theme About?

This theme is about providing access and choice to users of Burnaby's transportation system.

What is Accessible Transportation?

There are three ways to consider access:

LOCATIONAL ACCESS

refers to whether a person can get to their destination using the transportation system.



PHYSICAL ACCESS

refers to the concept that everyone, regardless of their physical abilities, has the mobility they need for their daily activities.



FINANCIAL ACCESS

refers to the notion that the transportation system is affordable for the majority of people, and that economic means is not a barrier to mobility.



How do People Move Around in Burnaby?

THEY WALK:



50%
of the streets in Burnaby have sidewalks on both sides of the street

THEY CYCLE:



OVER 170KM
of bike routes in Burnaby

THEY TAKE TRANSIT:



2 + 34
There are 2 SkyTrain Lines and 34 Bus Routes

THEY DRIVE:



OVER 950KM
of roadway in the City, including lanes.

570,000
trips are made by Burnaby residents. That's over two trips per person.



BURNABY
TRANSPORTATION
PLAN UPDATE

Theme #2 – Safe

SAFE AND SECURE MOBILITY



What is this Theme About?

This theme is about reducing the risk of harm for users of Burnaby's transportation system.

What is Safe Transportation?

Safe Transportation means different things for different people:

SAFETY FOR PEDESTRIANS AND CYCLISTS

means a transportation system that provides wide sidewalks and cycle paths, with separation from cars and other vehicles. It also includes well-lit, clear, and direct routes.



SAFETY FOR TRANSIT USERS

means a transportation system that addresses personal safety and security concerns. This includes considering safety when designing transit stations, bus stops, routes and schedules.



SAFETY FOR DRIVERS

means a transportation system that manages space and time to mitigate conflict with other vehicles and other modes of travel.



GOALS

The draft goals for a safe transportation system are to:

1. Reduce deaths, injuries, and conflicts for all modes.
2. Reduce frequency and severity of crashes for all modes.
3. Reduce concerns about personal safety and security.
4. Reduce opportunities for crime and damage to property.
5. Promote safe and respectful behavior for and by all mode users.

Crime and Property Damage

Every year in the Lower Mainland there are on average:



HIT-AND-RUN
34,000 hit-and-run per year, causing 1,000 injuries and 5 fatalities.



VEHICLES STOLEN OR BROKEN INTO
5,500 vehicles stolen and 10,000 vehicles broken into enters.

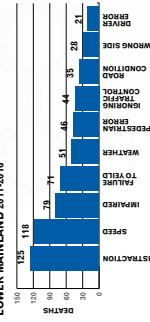


BICYCLE THEFT
17% of cyclists in Burnaby had a bike stolen within a 5 year period.

What are the Main Causes of Crashes?

Driver Distraction, such as talking on a cell phone, is now is the most common cause of accidents in the Lower Mainland, accounting for almost one third of all fatal crashes.

TOP 10 CAUSES OF FATAL CRASHES IN THE LOWER MAINLAND 2011-2016



CRASHES IN BURNABY (AVERAGE PER YEAR)
8,000 crashes per year
4,300 crashes result in injuries or rarely death.
30 crashes involve cyclists.



BURNABY
TRANSPORTATION
PLAN UPDATE

Theme #3 – Healthy

ACTIVE PEOPLE IN HEALTHY, LIVABLE COMMUNITIES



What is this Theme About?

This theme is about supporting active transportation (walking, cycling, and transit use) to improve personal and community health and well-being.

What is a Healthy Transportation System?

A healthy transportation system makes it enjoyable, comfortable and easier to choose active modes and supports any way of getting around that involves physical activity. Today, more sedentary lifestyles are making it harder to meet the recommended levels of daily physical activity. To this end, using active transportation modes is like taking preventative medicine.

GOALS

The draft goals for a healthy transportation system are to:

1. Increase the mode-split of active transportation modes (walking, cycling, and transit).
2. Increase the enjoyment of moving in the City.
3. Increase the social opportunities for people to interact with each other and their community.

Active Transportation in Burnaby

More people are switching to active transportation modes for their daily trips.



ONLY 15% of Canadian adults are achieving the recommended 150 minutes of moderate to vigorous physical activity per week.



Transportation and Enjoyment

People are more likely to use active transportation if their routes are pleasant and convenient. The design of public spaces, streets and trails that feel safe and interesting improves neighbourhood walkability and encourages people to walk, bike or take transit.

WALK SCORE OF 64

Burnaby has a Walk Score of 64/100, placing 71st of 69 cities in BC ranked according to their walkability.

Walk Score measures the walkability of an address by analyzing walking routes to nearby amenities and assessing points, direction and distance, frequency and type.



TRANSIT SCORE OF 64

Burnaby has a Transit Score of 64/100, placing 3rd of 69 cities in BC ranked according to their access to transit.

Transit Score measures the accessibility of an address to transit by analyzing the relative "walkability" of nearby routes, distance, frequency and type.



WALKING AND CYCLING

People who bike and walk are more likely to enjoy their trip than those who drive.

DRIVING

People who drive are more likely to enjoy their trip than those who bike and walk.



Theme #4 – Green

A PROTECTED AND ENHANCED ENVIRONMENT



What is this Theme About?

This theme is about enhancing the environment and reducing or eliminating negative impacts from the transportation system such as greenhouse gas emissions, air pollution, noise, water quality impacts, and habitat degradation or destruction.

What is a Green Transportation System?

A Green Transportation system is one which supports the shift to more sustainable transportation options such as active transportation modes, car-share programs, and more energy efficient vehicles. It provides environmental benefits such as enhancing biodiversity (street trees and other landscaping) and supporting natural systems (rain gardens).

GOALS

The draft goals for a green transportation system are to:

1. Increase the use of more sustainable transportation modes including walking, cycling, transit, car-share, low- or zero-emission vehicles, etc.
2. Increase biodiversity and support for natural systems within street infrastructure.
3. Reduce the environmental impacts of transportation (greenhouse gas emissions, pollution, and noise).
4. Reduce the distances driven by providing local options for residents and businesses.

Greenhouse Gas Emissions

35% of Burnaby's greenhouse gas emissions were from on-road transportation in 2010.

GHG EMISSIONS: CARBON DIOXIDE EQUIVALENT TONNES IN 2010



Sustainable Transportation Options

Sustainable transportation options improve our health, improve air quality and help to reduce carbon emissions.



WALKING

In Metro Vancouver, the average person walks about 1.1 km per trip.



CYCLING

Less than 1% of daily trips made in Burnaby are on a bike.



TRANSIT

1 in 5 of daily trips in Burnaby are made on transit.



CAR-SHARE

13% of adults in Metro Vancouver used car-sharing as a way to get around in 2010.



ELECTRIC VEHICLES

There are now over 1,000 electric vehicle charging stations in BC.



Theme #5 – Prosperous

A THRIVING, SUSTAINABLE ECONOMY



What is this Theme About?

This theme is about providing for the convenient, efficient, cost-effective, and reliable movement of people, services, and goods for customers, employees, and businesses.

What is a Prosperous Transportation System?

A prosperous transportation system is managed in a manner that makes efficient use of existing infrastructure, minimizes life-cycle costs, and prioritizes future investments to be cost effective and maximize benefits.

How Much do we Spend on the Transportation System?

Transportation is expensive. One way of measuring costs is to look at how much it costs the City each year to operate, maintain, refurbish, and improve the transportation system.

- \$10 MILLION per year on operation and maintenance.
- \$34 MILLION per year on refurbishments and improvements.

How does Transportation Support Burnaby's Economy?

The transportation system supports Burnaby businesses and employees by ensuring:

- A network for trucks and rail for businesses to both deliver and receive goods.
- Driving, transit, cycling, and pedestrian networks that enable people to get to work and customers to get to businesses.
- Parking and loading to support businesses.

Congestion

Studies on the cost of congestion in Metro Vancouver estimate that it costs the region between \$90 MILLION and \$1.2 BILLION per year. However, it is not something that we can build our way out of. The "Theory of Induced Demand" states that when increasing the supply of something (like roads) it makes people want that item (like driving) even more, resulting in the roads continuing to fill up with more cars. This means that to make the transportation system work for everyone, including drivers, we need a balanced system that provides choices for how people move in the City.

GOALS

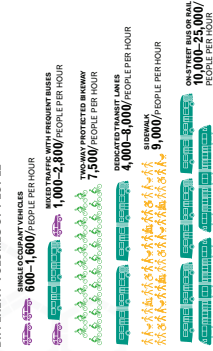
The draft goals for a prosperous transportation system are to:

1. Increase the convenience, cost-effectiveness, and reliability of all modes.
2. Increase the modal options for goods movement and other commercial services.
3. Improve transportation operations and functions for all modes.
4. Make investments to increase multi-modal accessibility.
5. Increase the efficiency of finite road space.

Infrastructure Efficiency

New infrastructure is expensive and land is finite, so it makes sense to use our existing infrastructure as efficiently as possible. This can be done by allocating road space based on people-carrying capacity.

DIFFERENT STREET CONFIGURATIONS CARRY DIFFERENT VOLUMES OF PEOPLE



Theme #6 – Connected

INTEGRATED AND WELL-DESIGNED PLACES



What is this Theme About?

This theme is about integrating transportation with land use to create well-designed places and complete communities.

What is a Connected Community?

A Connected Community is one that is compact and brings people closer to their destinations (live, work, play, learn and shop locally). It is strengthened by an attractive public realm with well-designed buildings, wide sidewalks, and welcoming plazas, creating places where people gather and connect with their neighbours.

Land Use and Transportation

Integrated land use and transportation planning can lead to better transport options.

By directing new growth to designated Town Centres and Urban Villages, Burnaby is building well-designed, high quality urban neighbourhoods where people can easily walk to their destinations, as well as building a critical mass which supports higher levels of transit service and more efficient transportation networks.

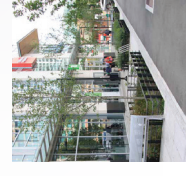


Did You Know?



Public Realm

Burnaby's new Public Realm Design Standards for Town Centre Streets include wider, accessible sidewalks, separated cycle lanes, rain gardens and double rows of street trees, which contribute to a higher quality public realm. Examples can be seen in the City's four Town Centres.



About Transportation in Burnaby

POPULATION

232,755
People (2016)

143,000
Jobs (2011)

203,000
Total of
People & Jobs by 2041

EMPLOYMENT

232,755
People (2016)

143,000
Jobs (2011)

203,000
Total of
People & Jobs by 2041

POPULATION, DWELLING UNITS, AND JOB GROWTH

30%
The population in Burnaby has increased by 30% since the 1995 Burnaby Transportation Plan was adopted.



DAILY TRIPS

People make about 6.7 million trips in the region every day. Of these, about 1.4 million (21%) are made at least partly within Burnaby.

TOTAL TRIPS FROM BURNABY / NEW WESTMINSTER

1994 670,000 2011 805,000

1994 670,000 2011 805,000

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Issues and Opportunities


What are the Issues and Opportunities for Burnaby's Transportation System?

Issues

Opportunities



BURNABY
TRANSPORTATION
PLAN UPDATE




Thank you

Thank You for Attending Our Event!

PLEASE VISIT US AT

WWW.BURNABYCA/TRANSPORTATIONPLAN
For the most up-to-date information and resources on the Plan update and to obtain further information on the public consultation process.




HAVE YOUR SAY

You can submit your comments, questions, and ideas as a part of the Phase 1 Public Consultation Process before **NOVEMBER 30, 2017**. Please fill out the questionnaire or provide a written submission:

MAIL: Planning Department
3rd Floor, Burnaby City Hall
4949 Canada Way
Burnaby, BC V5G 1M2

PHONE: 604-294-7061
FAX: 604-570-3680
EMAIL: transportation@burnaby.ca
ONLINE: www.burnaby.ca/transportationplan
FACEBOOK: www.facebook.com/cityofburnaby
TWITTER: @cityofburnaby

You can also join our subscriber list and we will send occasional updates as the process proceeds.



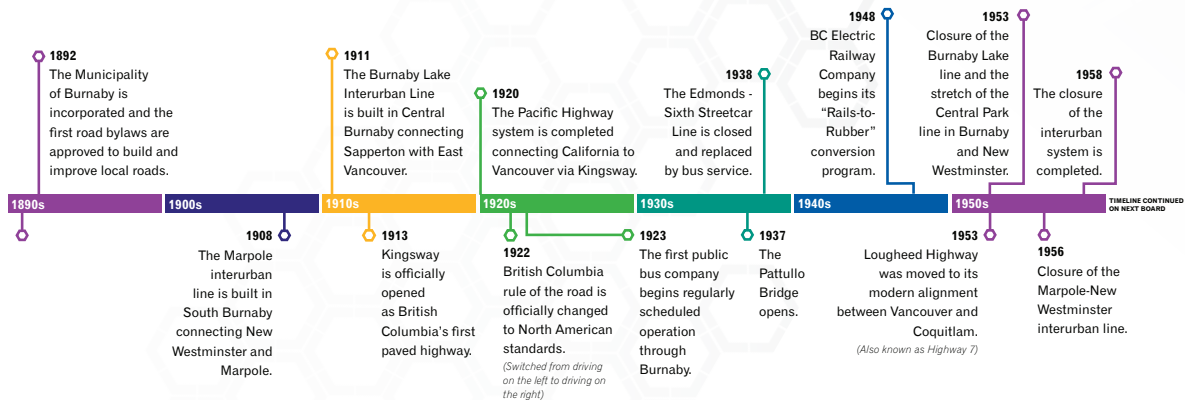
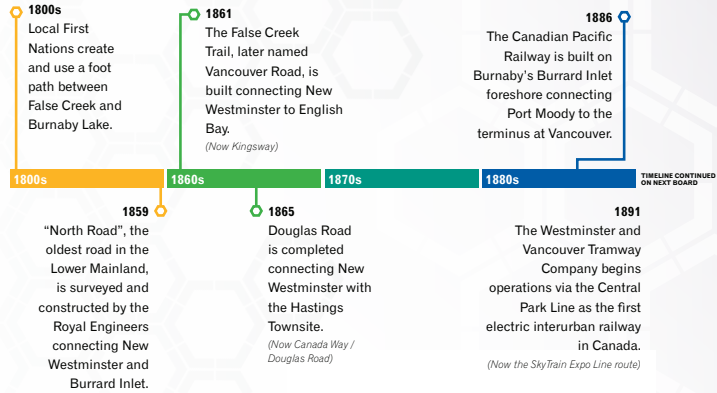
BURNABY
TRANSPORTATION
PLAN UPDATE

Burnaby's Transportation Timeline



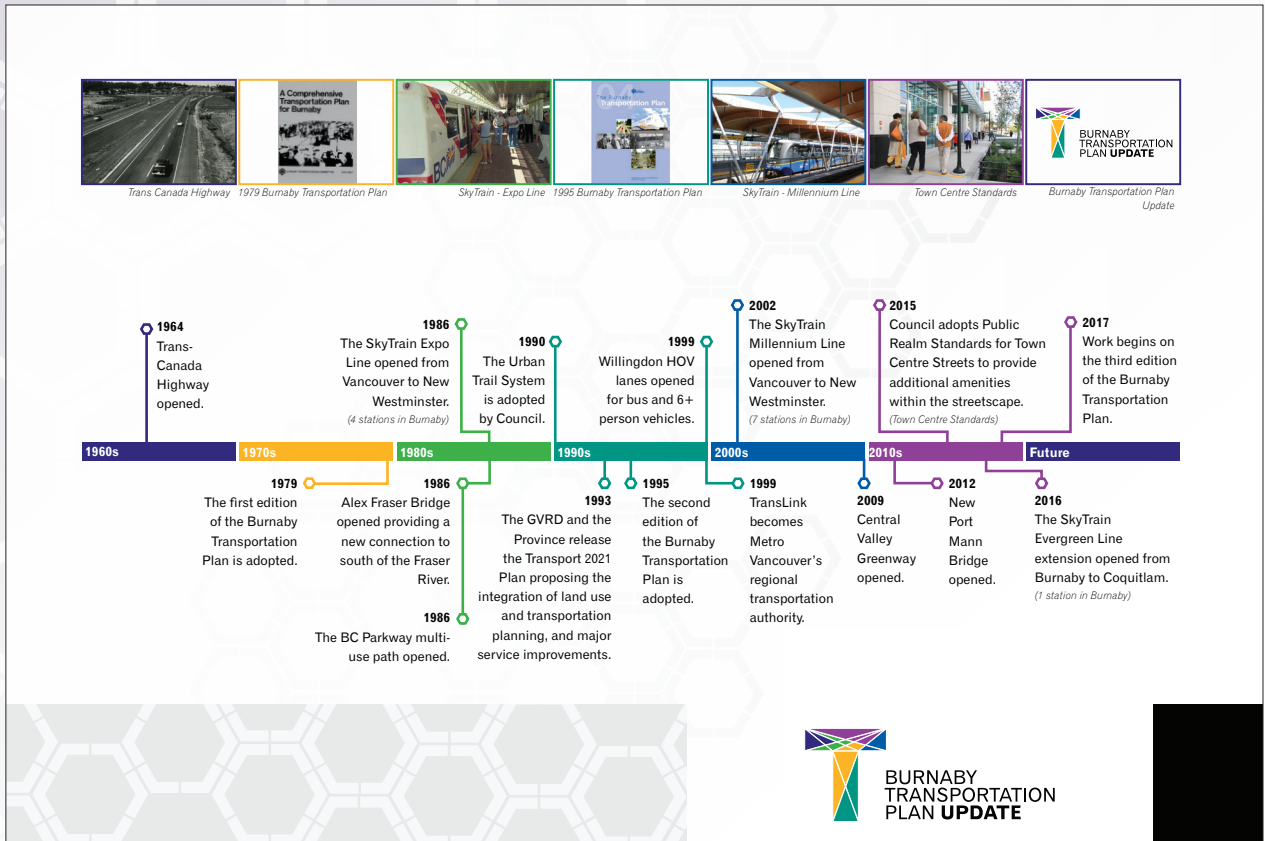
Burnaby's Transportation History

Burnaby's transportation system has helped to shape and define the City as seen today. The oldest streets, such as Kingsway, North Road, Marine Drive, and Douglas Road, began as footpaths linking key destinations. Early tramlines along the Kingsway Ridge and in the Central Valley connected the City to Vancouver and New Westminster. The completion of major public transportation infrastructure projects such as the Expo Line, Millennium Line, and the Evergreen Extension has enabled the City to continue to focus growth in the Town Centres and Urban Villages. Major streets and highways, such as Willingdon Avenue, Hastings Street, Lougheed Highway, and the Trans-Canada Highway, have provided connections across the City. Multi-use pathways and trails, such as the BC Parkway and the Central Valley Greenway, have linked neighbourhoods within the City, as well as neighbouring municipalities, for pedestrians and cyclists. The City has grown up around these multi-modal networks, setting the stage for how to build, organize, access, enjoy, and use the City.



BURNABY'S TRANSPORTATION TIMELINE CONTINUED ON NEXT PAGE...









MANAGER'S REPORT

March 12, 2018

Unless otherwise noted, the departmental recommendations contained in this Manager's Report are approved and recommended by the City Manager to the Mayor and Council

HIS WORSHIP THE MAYOR AND MEMBERS OF COUNCIL;

The following report is submitted for your consideration:

Item

01 MUNICIPAL ASSET MANAGEMENT PROGRAM - GRANT APPLICATION

PURPOSE: To obtain a Council resolution for the submission of a Municipal Asset Management Program grant application to assist with the development of a Parks Playground Asset Management Plan.

02 2018 UBCM RESOLUTIONS

PURPOSE: To present resolutions for submission to the 2018 Union of BC Municipalities (UBCM) Convention.

Yours respectfully,

A handwritten signature in black ink, appearing to read "Lambert Chu", written over a horizontal line.

Lambert Chu
City Manager



Item.....
Meeting2018 Mar 12

COUNCIL REPORT

TO: CITY MANAGER **DATE:** 2018 March 05

FROM: DIRECTOR PARKS, RECREATION, AND CULTURAL SERVICES **FILE:** 02410-20

SUBJECT: MUNICIPAL ASSET MANAGEMENT PROGRAM
– GRANT APPLICATION

PURPOSE: To obtain a Council resolution for the submission of a Municipal Asset Management Program grant application to assist with the development of a Parks Playground Asset Management Plan.

RECOMMENDATION:

1. **THAT** Council authorize staff to apply for a grant from the Federation of Canadian Municipalities' Asset Management Program to assist with the development of a Parks Playground Asset Management Plan.

REPORT

In 2017, the Federation of Canadian Municipalities announced a five-year, \$50-million dollar program funded by the Government of Canada to help Canadian municipalities make informed infrastructure investment decisions based on sound asset management practices. Grants can be obtained for 80% of total eligible project costs, up to a maximum of \$50,000 per project. This grant request is for \$13,200, which is 80% of the total cost of this \$16,500 project.

A Council resolution, as well as a detailed budget, is required with the grant application form.

Aligned with the City's Corporate Strategic Plan Staff through providing a Dynamic Community - facilities and infrastructure, staff are developing a Parks Playground Asset Management Plan including the following high-level activities:

1. Conduct workshops related to State of the Infrastructure, Levels of Service, Asset Lifecycle, and Financing Strategies.
2. Develop a draft asset management plan.
3. Develop a final asset management plan with future plan improvement and monitoring recommendations.

To: Mayor and Members of Council
 From: Director Parks, Recreation, and Cultural Services
 Re: Municipal Asset Management Program – Grant Application
 2018 March 05..... Page 2

This project is in line with the City's Asset Management Policy that was adopted by Council in early 2014. It reflects Burnaby's approach to an integrated business approach to asset management, and builds upon the success of recent Burnaby asset management plans, asset criticality study, and inter-departmental training program. With asset management practices, the City focuses on providing sustainable quality public services; optimizing asset value while minimizing life cycle cost, and establishing and maintaining an integrated collaborative approach for all asset management practices and business processes.

Eligible costs can only be incurred from the date of application submission until the final report is submitted, and must be completed from 11 months of funding approval notice. Applications are accepted on a continuous basis until June 2020. Grant payments are issued when the approved project is complete and the FCM has received and approved the required final report and a financial summary.

A budget of \$16,500 is included in the 2018 Provisional Operating Budget to undertake GIS data collection as part of the project. The grant funding will be used toward this part of the project and will aid the City in the development of the Parks Playground Asset Management Plan.

It is recommended that Council authorize staff to apply for a grant opportunity from the Federation of Canadian Municipalities' Asset Management Program to assist with the development of a Parks Playground Asset Management Plan.



Dave Ellenwood
 DIRECTOR PARKS, RECREATION, AND CULTURAL SERVICES

DH:SB:AK:tc
 P:\admin\tc\dh\Municipal Asset Management Program – Grant Application

cc: Members of the Management Committee



Item
Meeting 2018 March 12

COUNCIL REPORT

TO: CITY MANAGER **DATE:** 2018 March 06

FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 2125 20
Reference: UBCM Resolutions

SUBJECT: 2018 UBCM RESOLUTIONS

PURPOSE: To present resolutions for submission to the 2018 Union of BC Municipalities (UBCM) Convention.

RECOMMENDATIONS:

1. **THAT** Council endorse the three new resolutions outlined in Section 3.0 of this report for submission to the 2018 LMLGA AGM and the 2018 UBCM Convention.
2. **THAT** staff be authorized to forward a copy of this report, accompanied by any applicable background reports and information, to the UBCM, located at Suite 60, 10551 Shellbridge Way, Richmond, BC V6X 2W9.
3. **THAT** copies of this report be forwarded for information to Burnaby MLAs, MPs and to Metro Vancouver.

REPORT**1.0 INTRODUCTION**

Each year, resolutions are considered for submission to the Lower Mainland Local Government Association (LMLGA) Annual General Meeting (AGM). The adopted resolutions from the LMLGA are then forwarded to the Union of B.C. Municipalities (UBCM) Convention. These resolutions are a means to request amendments to the *Community Charter, Local Government Act* and other Provincial or Federal legislation and policies to address issues of significance to local government.

This report presents three new resolutions for Council's consideration as a submission to the 2018 UBCM Convention. The deadline for submissions to the LMLGA AGM, which will take place from 2018 May 9 – 11 in Whistler, BC, is on 2018 March 23. The UBCM Convention will take place from 2018 September 10 –14, also in Whistler, BC. The deadline for any resolution submissions made directly to the UBCM is 2018 June 30.

For the convenience of Council, this report also details the senior government response to resolutions previously approved by Council and submitted to the LMLGA AGM and the UBCM Convention in 2017 and 2016.

To: City Manager
 From: Director Planning and Building
 Re: 2018 UBCM Resolutions
 2018 March 06 Page 2

2.0 POLICY SECTION

The proposed 2018 UBCM resolutions are aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goal and sub-goal of the Plan:

- A Healthy Community
 - Healthy Environment

To learn more about the City of Burnaby's Corporate Strategic Plan, please visit www.burnaby.ca/CSP.

3.0 2018 UBCM RESOLUTIONS

This section provides background information on three new resolutions that have been developed for Council's consideration and possible submission to the 2018 UBCM convention.

3.1 Resolution: Taxation Reforms to protect farming uses in the Agricultural Land Reserve

As raised by Council at its 2017 June 12 meeting, land within the Agricultural Land Reserve (ALR) in Metro Vancouver is increasingly threatened from permitted non-farm uses taking place on these lands, as well as from applications for exclusion of land from the ALR.

According to *The Metro Vancouver Regional Report (Summer 2010 & 2011) Agriculture Land Use Inventory*, only 13% of the ALR in Metro Vancouver is used solely for farming, with another 43% used for farming in combination with other uses (e.g. residential). Indeed, according to the inventory, the most extensive Metro Vancouver land use in the ALR is residential.

The existing 'farm class' property taxation assessment category, which applies to ALR lands, confers significant tax benefits to the property owner. Existing tax policy enables property owners that are not farming in the ALR to still receive a lower tax assessment than homes or businesses located elsewhere within the region. Agricultural land that is purchased and utilized for purposes other than farming has a number of impacts felt by all municipalities in Metro Vancouver, and in other regions of the province. These include higher prices for agricultural land which can prevent new farmers from establishing production. As well, the proliferation of permitted non-farm residential and commercial uses outside the Urban Containment Boundary¹ are increasing the geographic spread and demand for services such as utilities, transit, police, fire and emergency services, all of which are financed by local governments.

Metro Vancouver has conducted research on possible tax reform mechanisms that could address these issues. In a report entitled *Encouraging Agricultural Production through Farm Property Tax Reform in Metro Vancouver (2016)*, potential approaches are outlined. These include review of the school tax exemption for residential properties in the ALR; review of the income thresholds

¹ The Urban Containment Boundary is a term utilized by Metro Vancouver to refer to those lands designated in the Regional Growth Strategy (*Metro 2040*) as the focus of urban development and land-use patterns.

To: City Manager
 From: Director Planning and Building
 Re: 2018 UBCM Resolutions
 2018 March 06 Page 3

to achieve farm classification, and reviewing whether non-farmed land in the ALR should be valued as if it were within regional lands designated for urban land-use patterns.

On 2018 February 20, the Provincial Government released the 2018 B.C. Budget. With the budget a number of backgrounder 'companion documents' were also released. One of them is entitled, *Homes for B.C.*, which sets out a number of policy approaches for improving housing affordability in the province. One of the items listed refers to reviewing property tax measures for ALR land to prioritize farming uses instead of residential (#11, pg. 16). This is an encouraging development and swift action could be encouraged.

As such, the following resolution has been prepared for Council's consideration:

RESOLUTION: Agricultural Land Reserve – Protective Taxation Reform

WHEREAS a significant portion of Agricultural Land Reserve lands are being used for permitted non-farming uses;

AND WHEREAS this land is some of the most agriculturally productive in Canada;

AND WHEREAS existing taxation and assessment procedures for the Agricultural Land Reserve provide benefits for non-farm uses that occur on these lands.

THEREFORE BE IT RESOLVED that the Union of BC Municipalities further encourage the Provincial Government to direct BC Assessment, and any other appropriate bodies, to promptly investigate and propose possible taxation reform measures to prioritize and promote the use of Agricultural Land Reserve lands for primary 'farm uses', as laid out in the *Homes for B.C.* companion document to the 2018 Provincial Budget.

3.2 Resolution: Software Consumer Protections for Public Institutions

Burnaby residents increasingly expect to be able to view, apply for and process civic services online (e.g. licences, electronic Council Agendas and Minutes, lane closure requests, taxes). City staff also rely on access to a range of business software applications to support the effective operation of civic services. As such, Burnaby and other cities have an understanding of the benefits that technological advancement can provide to the delivery of citizen services and a corresponding increased need for specialized software. The purchase, implementation, and optimization of these software applications often require a significant investment of limited public resources.

As well, ongoing support and maintenance programs are usually required to be purchased from the provider in order to keep the application(s) up-to-date and secure. The terms and conditions imposed by the vendor community are becoming increasingly problematic in terms of accelerated product obsolescence, total cost of ownership and the ability to maintain citizen data across the entire product lifecycle. Rapid change in the software market, including mergers, acquisitions and competitive pressures, translate into increased cost and risk at the consumer level to ensure that software is supported and inter-operates within an increasingly complex applications

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 From: Director Planning and Building
 Re: 2018 UBCM Resolutions
 2018 March 06.....Page 4

environment. Changes to legal ownership of software companies can compromise the original agreements or result in lost investment or utility of the software product, depending on the changes and responses required to impacts of ownership changes, software service models and other factors.

The speed of technological advancement, while often positive for society as a whole, places significant financial pressure upon cities and other public institutions that, as keepers of the public purse, are required to make financially prudent software investment decisions while still maintaining an expected level of electronic customer service.

All of these complexities were highlighted by Council during discussion in Fall 2017. A level of consumer protection for public institutions is required when purchasing and maintaining software packages. In light of these ongoing and increasing concerns, and as this is an experience shared by many public institutions across Canada, the following resolution has been prepared for Council's consideration.

RESOLUTION: Consumer Protection for Public Institutions When Purchasing Software

WHEREAS public institutions are placed in a position of financial and contractual vulnerability when purchasing and maintaining needed software applications;

AND WHEREAS the speed of major upgrades, final software obsolescence, and industry mergers and acquisitions are occurring at a rate beyond the financially responsible capacity of public institutions to respond;

THEREFORE BE IT RESOLVED that the Union of BC Municipalities call on the Federation of Canadian Municipalities to work with Innovation, Science and Economic Development Canada, and/or other appropriate bodies such as the Office of Consumer Affairs, to develop standard public institution consumer protection regulations when purchasing software applications and maintenance packages.

3.3 Resolution: Enhanced Municipal Bylaw Fine Collection Procedures

In 2003 October, the Province enacted the *Local Government Bylaw Notice Enforcement Act*. This Act sets provincial standards for the enforcement of local government bylaws by notice, outlines a system for notice dispute adjudication and standards for the collection of outstanding notice penalties. The Act was developed by the Province in response to issues and concerns raised over the previous ten to fifteen year period by the UBCM, and other provincial bodies, with respect to needed bylaw enforcement reforms. This legislation (*Chapter 60*) gives local governments the ability to enact local 'bylaw notice enforcement bylaws', including the adjudication of bylaw disputes locally rather than through the Provincial Court system. With this measure, violation notices can be disputed out of court with a private adjudicator appointed by the Provincial Attorney General Office.

To: City Manager
 From: Director Planning and Building
 Re: 2018 UBCM Resolutions
 2018 March 06 Page 5

In Burnaby, this is *Bylaw No. 12657, the Burnaby Bylaw Notice Enforcement Bylaw (2009)*. The Bylaw sets out procedures for the issuance, payment, compliance agreement plan development, and disputation (adjudication) of municipal fines. As stated in the Provincial Act, the adjudicator's decision is final and cannot be appealed. If the adjudicator determines that the fine is valid, and should payment still be refused, the City can either work with a collections agency or proceed to small claims court to enforce payment. This latter process can be a particularly time-consuming, costly and onerous process for local governments. This is an issue experienced by municipalities across the province.

These concerns were underlined by Council during discussions in early winter 2018. Further streamlining measures for the collections of municipal fines are required. A potential additional legislation amendment which could address these payment extraction complications is the addition of unpaid municipal fines to the permitted 'special fees [...that...] may be collected as property taxes', outlined in *Division 14, Section 258 of the Community Charter*. This would permit local governments to recoup unpaid fines that are related to a specific property as a portion of property taxes, including through eventual tax sale property auction, should this final step be necessary.

Further, the court online filing system for unpaid fines could be improved so that multiple fines outstanding against one person could be filed together, rather than separately as currently required. This simple change would reduce both the time and filing administration costs (charged by the courts for each filing) borne by cities, and correspondingly increase the rate of fine collection. Additional efficiencies could be investigated. As such, the following resolution has been prepared for Council's consideration.

RESOLUTION: Enhanced Municipal Bylaw Fine Collection Procedures

WHEREAS the current mechanisms for collecting municipal fines, though improved, still do not provide adequate provision for the collection of unpaid fines;

WHEREAS existing effective collection mechanisms for unpaid property taxes, and current permitted 'special fees' are in place;

AND WHEREAS the available fine collection mechanisms available are time-consuming, costly and onerous for local governments to undertake.

THEREFORE BE IT RESOLVED that the Union of BC Municipalities call on the Provincial Government to amend the legislation to allow the addition of unpaid municipal fines related to a specific property to the permitted 'special fees [...that...] may be collected as property taxes', including through eventual tax sale property auction;

AND BE IT FURTHER RESOLVED that the Union of BC Municipalities call on the Provincial Government to streamline the current court online filing system for municipal fines, and investigate other efficiencies and mechanisms for collection, including any necessary corresponding legislative changes.

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 From: Director Planning and Building
 Re: 2018 UBCM Resolutions
 2018 March 06 Page 6

3.4 Next Steps

Pending approval by Council, these three proposed new resolutions will be forwarded to the Lower Mainland Local Government Association (LMLGA) Annual General Meeting (2018 May 9 – 11) for discussion. Endorsed resolutions from this meeting will be forwarded to the Union of BC Municipalities (UBCM) annual Convention (2018 September 10 – 14) for further discussion and endorsement.

While not recommended by the UBCM, any submitted resolutions that are not endorsed at the LMLGA AGM can be forwarded directly the UBCM for secondary consideration should Council wish. The deadline for any resolutions submitted directly to the UBCM is 2018 June 30.

4.0 STATUS OF ACTIVE 2017 RESOLUTIONS

4.1 Resolution: Maintaining Tax-free Status of Employer-provided Health Benefit Plans

On 2017 April 3, Council received a report regarding the Federal Government's consideration of amendments to the *Federal Income Tax Act* that would result in Canadians being taxed on employer-provided health benefit plans.

Many middle class and lower income Canadians rely on employer-provided health benefits to sustain their health. Should this benefit be taxed, more employees may opt out of coverage due to increased costs or lose their coverage due to the inability of employers to provide affordable plans. Middle and lower income employees could also see a reduction in their take-home pay due to increased taxation. The experience in Quebec, where employer-provided health benefit plans are taxable, suggests that fewer people will obtain replacement coverage and the number of uninsured Canadians will rise, shifting cost pressures onto the emergency health care system.

Given these concerns, at its meeting of 2017 May 29, Council passed a resolution urging the Federal Government to maintain the tax-free status of employer-provided health benefit plans. The resolution was endorsed by the UBCM at the 2017 Convention.

With the release of the 2017 Federal Budget, the Federal Government announced that it had no plans to pursue these amendments. However, the Federal Government also indicated that the current tax exempt status of employer-provided health benefits is being scrutinized as part of a sweeping review of tax credits with the goal of achieving greater tax equity (though not as a revenue generating action). While not included in the 2017 budget, concern still exists that this measure may be revisited in the future. Staff will keep Council apprised of any further developments.

4.2 Resolution: Provincial Compensation for Delinquent Municipal Property Taxes on Properties not Subject to Tax Sale

On 2017 February 22, Council received a memo outlining an instance whereby the City was unable to pursue the courses of action outlined in the *Community Charter* and the *Local Government Act* to resolve delinquent taxes on a water lot leased by a third party from Port Metro

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 Re: 2018 UBCM Resolutions
 2018 March 06 Page 7

Vancouver. This matter highlights the complex, time consuming, and inadequate provisions available to local governments to recover lost revenue for properties not subject to tax sale, such as any property or water lot belonging to the Crown or Crown entity that is held under lease or licence.

Accordingly, at its meeting of 2017 May 29, Council approved a resolution requesting that the Provincial Government repeal *Division 13, Section 257(6)* of the *Community Charter* and add a provision that makes the Province the final guarantor of taxes payable to a municipality in all cases when taxes are unrecoverable on Crown land held under lease or licence, or other property not subject to Tax Sale under *Section 254* of the *Charter*.

The resolution was endorsed at the 2017 UBCM Convention. In response to this resolution, the Provincial Government at the time stated that local governments could apply the legal remedy of 'distress', in accordance with *Section 252* of the *Community Charter*. The Province indicated that local governments could use this mechanism to 'collect on outstanding taxes before they become delinquent', thereby providing an opportunity to collect prior to provincial cancellation of a Crown lease. No further response has been received. Staff will keep Council updated of any further communication from the Province.

5.0 STATUS OF ACTIVE 2016 RESOLUTIONS

5.1 Resolution: Renewed Call for a National Housing Strategy

Burnaby has a long history of advocating for renewed and sufficient levels of support from senior levels of government to support a full continuum of non-market, affordable housing including independent social housing (e.g. cooperatives) and transition, supportive and assisted living housing arrangements.

In total, the City has submitted six housing-related resolutions to the UBCM with the first in 1990, stretching to 2014 and 2016. Only incomplete responses outlining current, often declining, levels of support have been received in response.

However, in 2017 the Federal Government released a National Housing Strategy. The plan contains broad spending commitments including:

- \$15.9 billion for the National Housing Co-Investment Fund, that will support investment in new housing and repair of existing affordable and community housing;
- \$4 billion for the Canada Housing Benefit, that will deliver approximately \$2,500 per year in rent supports to recipient households, and will be co-developed and delivered with provinces and territories;
- \$2.2 billion for the Homeless Partnering Strategy, a redesigned successor to the existing program that will draw on input from an Advisory Committee on Homelessness; and
- \$4.3 billion for a new Community Housing Initiative, to maintain affordability for approximately 330,000 households in cooperative housing.

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 2018 March 06 Page 8

The strategy also includes targets to:

- create 100,000 new housing units;
- repair and renew 300,000 existing housing units; and,
- reduce the number of chronically homeless shelter users by 50 percent.

Most of the funding indicated in the Strategy was already announced in the 2017 Federal budget. The exception is the \$4 billion Canada Housing Benefit, which will provide rent subsidies to eligible families on an annual basis beginning after the next federal election, initiating in April 2020 and concluding in 2028.

Most bodies, including the Federation of Canadian Municipalities, the Union of BC Municipalities, and the Cooperative Housing Federation of Canada, are supportive of the intent of the document, as it signals Federal involvement in the housing sector after an absence of more than twenty years. However, these same bodies have also raised some questions and critiques of the Strategy. These include:

- Lack of data-based assessment regarding Canada's current housing system;
- Confusion over the timing and process for accessing funds;
- Concern that the Housing Benefit will not commence until after the next federal election;
- The extent to which the Strategy relies on matching funding from Provinces and Territories;
- The near exclusive focus on the needs of vulnerable populations, though needed, while failing to address the needs of middle class Canadians priced out of unaffordable markets; and,
- How/if the strategy will leverage municipal expertise in decision-making on housing development to match local needs with the best possible solutions.

On 2018 February 01, the UBCM 'Housing Special Committee' released its Housing Strategy Report with further recommendations for action. In an initial review by staff, many of the suggested provisions are positive, including a request (which cites a resolution submitted by Burnaby in 2007) to provide local governments with the legislative authority to create zoning for affordable rental housing. The Provinces of Alberta, Manitoba and Ontario have recently undertaken such action, and it is recommended that British Columbia follow suit.

Recently, the Province also set out its intention to increase its investment and involvement in affordable housing. On February 20, 2018, it released *Homes for B.C.: A 30-Point Plan for Housing Affordability* in British Columbia as a companion background document to the 2018 B.C. Budget. In this plan, the Province set out its goals of stabilizing demand, examining the tax structures to prevent tax evasion, building more affordable housing supply, and working with partners to build new housing. In the plan, the Province has committed a total \$6.6 billion in affordable housing, and intends to direct the funds to rental units for the "missing middle" (skilled workforce housing), to housing for women and children affected by violence, student housing, and to maintain the existing housing stock already built.

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 From: Director Planning and Building
 Re: 2018 UBCM Resolutions
 2018 March 06 Page 9

Staff will continue to monitor progress of this issue at the senior government level and to leverage opportunities to secure additional affordable and supportive housing for Burnaby.

5.2 Resolution: Processing of Section 107 Road Dedications

In 2011, Council was apprised of staff concerns regarding the practice of *Section 107* land title filings by the Province being accepted by the Land Title and Survey Authority of British Columbia (LTSA), New Westminster Land Titles Office (LTO) without the signature and approval of the local Approving Officer. This practice occurs despite the prevailing legislation (*Land Title Act, Section 91.1*) which requires the signature of an Approving Officer. These occurrences can result in the creation of municipal streets without the awareness of the Approving Officer. This creates a number of concerns for the City, including any environmental contamination associated with new road allowance that are a potential civic risk and liability.

Given these concerns, at its meeting of 2016 February 22, Council passed a resolution calling for a review of the process for *Section 107* road dedications. The resolution was subsequently endorsed by the LMLGA. The UBCM Resolutions Committee provided no recommendation at the 2016 Convention due to a lack of unified member policy direction on this issue. The resolution was subsequently endorsed by UBCM at its 2016 September Convention.

The Province responded that it supports transportation infrastructure being developed in a way that reflects the current legislation requirements and is open to discussion with UBCM on this topic. No further communication from either the UBCM or the Province has been received. Staff will continue to monitor progress on this matter.

5.3 Resolution: Standardize Provincial Approach to Tenant Assistance

At its meeting of 2015 May 04, Council approved a Tenant Assistance Policy for implementation as part of the City's rezoning development approval process. Residential tenancy law in British Columbia is primarily governed by the *Residential Tenancy Act*, which provides the rights and obligations of tenants and landlords in the province and prescribes the current tenant termination requirements. The *Act* also provides authority to local governments to adopt supplementary policies to encourage or require that the minimum legislated requirements be exceeded when existing tenants need to relocate. The Burnaby Tenant Assistance Policy provides information to applicants and tenants on the City's expectations in this regard.

Since implementation of the policy, staff have noted that the policy has often resulted in better outcomes for tenants than would have been achieved under the *Act*, such as longer notice periods and increased financial compensation. In addition to Burnaby, other local governments in the region including the City of New Westminster, the City of Coquitlam, the City of North Vancouver and the City of Vancouver also have approved tenant assistance policies. The experiences of these local governments have further demonstrated that tenant assistance policies, even when applied voluntarily, often result in better outcomes for the tenants than just those the *Act* would have provided.

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 2018 March 06Page 10

Given these observations, at its meeting of 2016 February 22, Council passed a resolution calling for the Provincial approach to tenant assistance to be improved and standardized, in order to create equal expectations across the province in relation to tenant notice and support.

The resolution was subsequently endorsed by the LMLGA and the UBCM. The Province stated in early 2017 that it had no plans to amend the *Residential Tenancy Act*. More recently, however, with the change in the provincial government, the Province has taken steps to increase resources for the Residential Tenancy Branch and engage in further review of tenancy legislation and policy.

5.4 Resolution: Provincial Homeowner Grant Program

The Provincial Home Owner Grant (HOG) program reduces the amount of property tax homeowners pay for their principal residence. The Provincial government determines the amount of grant qualified property owners receive based upon where in the province they live and whether they are a senior or person with a disability. Property owners living within Metro Vancouver, the Capital Regional District and the Fraser Valley Regional District are entitled to claim lower Basic Grants and Seniors/Persons with Disabilities Supplemental Grants than eligible property owners living in northern and rural areas.

The number of Burnaby homeowners eligible for the HOG has steadily declined in recent years from a high of 92.5% in 2012 to a low of 77% in 2017, well below the Provincial target of 91% of homeowners. This decline is attributable to the significant increase in residential property values within Metro Vancouver, and the Capital and Fraser Valley Regional Districts, as compared to other areas. However, homeowners in other regional districts across the province who have not experienced a significant increase in real estate values are still able to participate in the HOG program, and with higher Basic and Supplemental grant amount levels. As such, the current practice of establishing one assessment threshold value for such disparate catchment areas inadequately adjusts for regional disparities in real estate values across British Columbia.

Given this concern, at its meeting on 2016 April 4, Council passed a resolution requesting a Provincial review of the HOG Program to determine if a more equitable distribution of the grant across all regions could be achieved. Upon submission to the UBCM, the Resolutions Committee questioned whether amending the HOG Program, which it equated with amending the property tax system, was an appropriate mechanism to address perceived inequities within the carbon tax system, which it identified as the source of the Northern and Rural benefit. As such, the resolution was subsequently not endorsed at the 2016 UBCM Conference.

On 2018 January 3, the homeowner grant threshold was raised by the Province to \$1.65 million to take into account continuing rising real estate prices. Based on this increase, staff estimate that 80% of Burnaby homeowners will be eligible for the HOG. Additionally, as part of the 2018 BC Budget, the Province introduced a number of policy goals and programs to support home affordability for British Columbians. As detailed in the budget companion document, *Homes for B.C.*, the Province will examine the HOG in order to implement a similar affordability support for renters while also working with the Federal Government to cross-reference HOG applications with income tax information to 'catch' inappropriate or fraudulent applications. Specific

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modifications to reflect regional differences in the housing market were not referenced, however, these may be identified later as part of the program review.

5.5 Resolution: Asbestos and Hazardous Materials Removal

The handling and safe removal and disposal of asbestos and other hazardous materials during building renovation or demolition can be hazardous to those working in the construction industry and, if not disposed of properly, to the general public as well. WorkSafeBC regulates handling and disposal of asbestos and other hazardous materials through the *Workers Compensation Act* and the *Occupational Health and Safety Regulation*. Via the *Act*, monetary fines can be issued on employers who commit health and safety violations. Incident investigations are conducted when WorkSafeBC is informed of an incident by an employer, employee or other member of the public. However, companies that do not follow proper procedures for the removal and disposal of asbestos and other hazardous materials may not self-report their infractions, resulting in their practices not being investigated.

Given this concern, Council, at its meeting on 2016 June 13, passed a resolution requesting that the Provincial government require mandatory licensing, certification and enforceable compliance in safely handling asbestos and other hazardous material for all demolition, renovation and environmental remediation contractors. The resolution was similar to one submitted by the City of Vancouver. Due to time constraints the resolution was not debated at the 2016 UBCM Conference, but was referred to the UBCM Executive for its consideration. The UBCM Executive endorsed the resolution at its meeting on 2017 February 23. No response from the Province has yet been received.

5.6 Resolution: Investing in Post-secondary Education

In 2014 December, the Provincial government announced a \$6.9 million funding cut to Adult Basic Education (ABE) and English Language Learning (ELL) programming in British Columbia and introduced provisions to allow post-secondary institutions to charge tuition fees for these services to make up for the funding shortfall. The introduction of tuition fees negatively impacted adult learners including those needing to improve English language skills, as well as basic literacy and numeracy.

In response to these concerns, Council endorsed a resolution at its meeting of 2016 June 20 in support of the Federation of Post-Secondary Educators' "Open the Doors" campaign. The campaign called for a restoration of full funding to B.C.'s public post-secondary system, including free tuition for ABE and ELL programs. The resolution was similar to ones put forward by the Town of Port McNeill, the Sunshine Coast Regional District, and the Town of Qualicum Beach. Due to time constraints, the resolution was not discussed at the 2016 September Convention and was referred to the UBCM Executive. At its meeting on 2017 April 20, the UBCM Executive endorsed the Qualicum Beach resolution.

In 2017 August, the Provincial government announced that it was eliminating tuition fees on ABE and ELL programming, and that any students who had already paid for fall courses would receive a refund.

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6.0 CANADA POST RESOLUTION: UPDATE

At its meeting of 2014 February 17, Council approved a motion contained in a report regarding the suspension of Canada Post's home delivery service. This report provided, for Council's information, a broad overview of the major identified issues and impacts of the Canada Post service delivery change and its specific implications for the City of Burnaby and other local governments. The submitted resolution was endorsed by the UBCM and submitted to the Federation of Canadian Municipalities (FCM). On 2014 March 9, FCM's National Board of Directors met to discuss the organization's perspective on the matter and directed its concerns in written correspondence to Canada Post.


On 2015 October 26, after the most recent federal election, Canada Post announced that it was temporarily suspending the conversions of door-to-door delivery to community mailboxes. Since that time, the proposed conversion has been under review. On 2018 January 24, Federal Public Services Minister Carla Qualtrough announced that the conversions would formally be ceased. However, those addresses that had already undergone a mailbox conversion would not return to door-to-door delivery because of 'de-conversion' costs and complexities. In order to address the accessibility requirements of individuals who already receive mail via community mailboxes, a national advisory panel will be struck. Staff will continue to advise on any further developments.

7.0 SUMMARY AND CONCLUSION

This report proposes three new resolutions for submission to the 2018 UBCM Convention. The report also provides an update on resolutions submitted in 2017 and 2016.

It is recommended that Council endorse the three new resolutions, as outlined in Section 3.0 of this report, for submission to the 2018 LMLGA AGM and to the 2018 UBCM Convention. It is also recommended that staff be authorized to forward a copy of this report, accompanied by any supporting background reports and information, to the UBCM. Finally, it is recommended that a copy of this report be circulated to Burnaby MLAs and MPs for information.

Any additional resolutions which may come forward subsequent to this report, and prior to the 2018 June 30 UBCM deadline, may be submitted directly to the UBCM for possible consideration at the 2018 UBCM Convention.


 Lou Pelletier, Director
 PLANNING AND BUILDING

RM:sla:sa

cc: Director Corporate Services
 Director Engineering
 Director Finance
 Director Parks, Recreation and Cultural Services
 Director Public Safety and Community Services
 City Clerk

Fire Chief
 Chief Building Inspector
 Chief Librarian
 City Solicitor
 OIC – RCMP

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CITY OF BURNABY

BYLAW NO. 13852

A BYLAW to amend Bylaw No. 4742, being
Burnaby Zoning Bylaw 1965

WHEREAS application for rezoning has been made to the Council;

AND WHEREAS the Council has held a public hearing thereon after duly giving notice of the time and place of such hearing as prescribed by Sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 3, 2018.**
2. The Map (hereinafter called “Map ‘A’”), attached to and forming an integral part of Bylaw No. 4742, being “Burnaby Zoning Bylaw 1965”, and designated as the Official Zoning Map of the City of Burnaby, is hereby amended according to the Map (hereinafter called “Map ‘B’”), marginally numbered REZ. 4121 annexed to this Bylaw, and in accordance with the explanatory legend, notations, references and boundaries designated, described, delimited and specified in particularity shown upon said Map ‘B’; and the various boundaries and districts shown upon said Map ‘B’ respectively are an amendment of and in substitution for the respective districts, designated and marked on said Map ‘A’ insofar as the same are changed, modified or varied thereby, and the said Map ‘A’ shall be deemed to be and is hereby declared to be amended accordingly and the said Map ‘B’ is hereby declared to be and shall form an integral part of said Map ‘A’, as if originally incorporated therein and shall be interpreted accordingly.

3. The Comprehensive Development Plan entitled “JAK’S LIQUOR STORE”, prepared by David Wong with WHG Design and on file in the office of the Director Planning and Building, is deemed to be attached to and form part of this Bylaw and any development on the lands rezoned by this Bylaw shall be in conformity with the said Comprehensive Development Plan.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time	day of	2018
Reconsidered and adopted this	day of	2018

MAYOR

CLERK

BYLAW NUMBER 13852 BEING A BYLAW TO AMEND BYLAW
NUMBER 4742 BEING BURNABY ZONING BYLAW 1965

REZ.17-37


LEGAL: Lot 19 Except: Part Subdivided By Plan 67600; District Lot 130 Group 1 NWD Plan 21055



THE AREA(S) SHOWN ABOVE OUTLINED IN BLACK (—) IS (ARE) REZONED

FROM: C1 Neighbourhood Commercial District

TO: CD Comprehensive Development District (based on C1 Neighbourhood Commercial District and C2h Community Commercial District and in accordance with the development plan entitled "Jak's Liquor Store" prepared by David Wong with WHG Design)

 <p>Date: MAR 07 2018</p> <p>scale: 1:2,500</p> <p>Drawn By: AY</p>	<p>PLANNING AND BUILDING DEPARTMENT</p> <p>OFFICIAL ZONING MAP</p> <p>Map "B" No. REZ.4121</p>
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CITY OF BURNABY

BYLAW NO. 13853

A BYLAW to amend Bylaw No. 4742, being Burnaby Zoning

Bylaw 1965, as amended by Bylaw Nos. 10393 and 12760, being Burnaby Zoning Bylaw 1965, Amendment Bylaw Nos. 32, 1996 and 01, 2010

WHEREAS application for rezoning has been made to the Council;

AND WHEREAS the Council has held a public hearing thereon after duly giving notice of the time and place of such hearing as prescribed by Sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 4, 2018.**

2. Bylaw No. 4742, as amended by Bylaw Nos. 10393 and 12760, is further amended as follows:

(a) The Map (hereinafter called "Map 'A'"), attached to and forming an integral part of Bylaw No. 4742, being "Burnaby Zoning Bylaw 1965", and designated as the Official Zoning Map of the City of Burnaby, is hereby amended according to the Map (hereinafter called "Map 'B'"), marginally numbered R.Z. 4122, annexed to this Bylaw, and in accordance with the explanatory legend, notations, references and boundaries designated, described, delimited and specified in particularity shown upon said Map 'B'; and the various boundaries and districts shown upon said Map 'B' respectively are an amendment of and in addition to the respective districts, designated and marked on said Map 'A' insofar as the same are changed, modified or varied thereby, and the said

Map 'A' shall be deemed to be and is hereby declared to be amended accordingly and the said Map 'B' is hereby declared to be and shall form an integral part of said Map 'A', as if originally incorporated therein and shall be interpreted accordingly.

(b) The Comprehensive Development Plans more particularly described in Bylaw Nos. 10393 and 12760 are amended in accordance with the adopted Development Plan entitled “SFU Parcel 21”, prepared by Local Practice Architecture & Design Ltd. and on file in the office of the Director Planning and Building; and any development on the lands rezoned by this Bylaw shall be in conformity with the said Comprehensive Development Plans as amended.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time	day of	2018
Reconsidered and adopted this	day of	2018

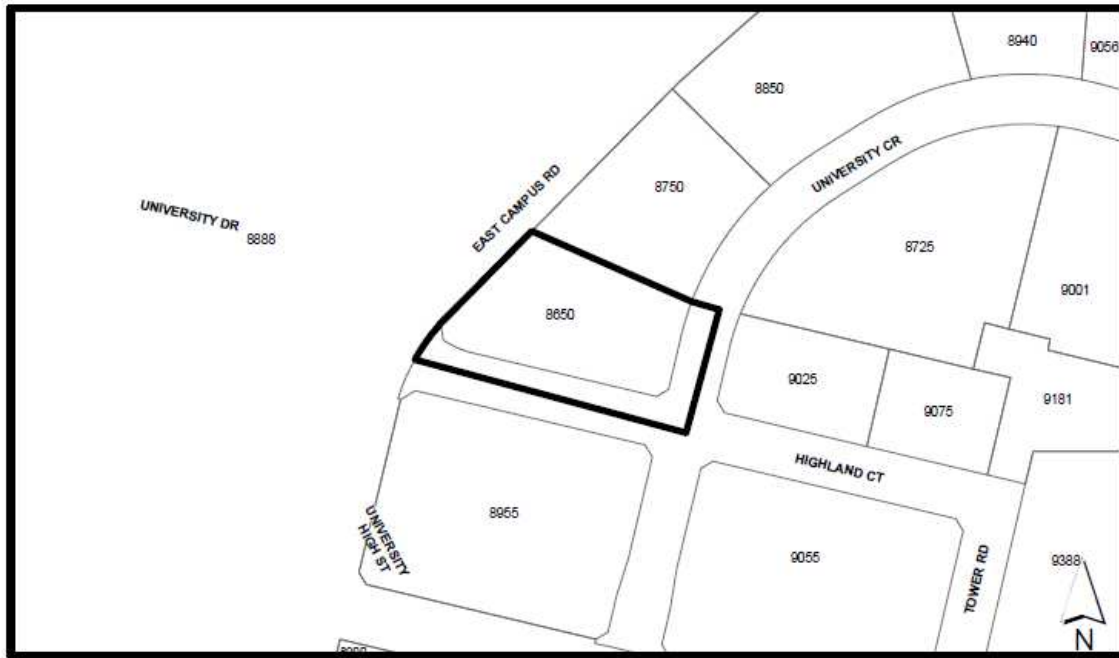
MAYOR

CLERK

BYLAW NUMBER 13853 BEING A BYLAW TO AMEND BYLAW
NUMBER 4742 BEING BURNABY ZONING BYLAW 1965

REZ.17-08


LEGAL: Lot 21, DL 211, Group 1, NWD Plan BCP45523



THE AREA(S) SHOWN ABOVE OUTLINED IN BLACK () IS (ARE) REZONED

FROM: CD Comprehensive Development District (based on P11e SFU Neighbourhood District)

TO: Amended CD Comprehensive Development District (based on the P11e SFU Neighbourhood District and SFU Community Plan as guidelines, and the development plan entitled "SFU Parcel 21" prepared by Local Practice Architecture + Design Ltd.)

	PLANNING AND BUILDING DEPARTMENT	
Date: MAR 07 2018	OFFICIAL ZONING MAP	
scale: 1:2,500		
Drawn By: AY		
	Map "B" No. REZ.4122	

CITY OF BURNABY

BYLAW NO. 13854

A BYLAW to amend Bylaw No. 4742, being
Burnaby Zoning Bylaw 1965, as amended by Bylaw No.
11585, being Burnaby Zoning Bylaw 1965, Amendment
Bylaw No. 46, 2003

WHEREAS application for rezoning has been made to the Council;

AND WHEREAS the Council has held a public hearing thereon after duly giving notice of the time and place of such hearing as prescribed by Sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 5, 2018.**
2. The Map (hereinafter called “Map ‘A’”), attached to and forming an integral part of Bylaw No. 4742, being “Burnaby Zoning Bylaw 1965”, and designated as the Official Zoning Map of the City of Burnaby, is hereby amended according to the Map (hereinafter called “Map ‘B’”), marginally numbered REZ. 4123 annexed to this Bylaw, and in accordance with the explanatory legend, notations, references and boundaries designated, described, delimited and specified in particularity shown upon said Map ‘B’; and the various boundaries and districts shown upon said Map ‘B’ respectively are an amendment of and in substitution for the respective districts, designated and marked on said Map ‘A’ insofar as the same are changed, modified or varied thereby, and the said Map ‘A’ shall be deemed to be and is hereby declared to be amended accordingly and the said Map ‘B’ is hereby declared to be and shall form an integral part of said Map ‘A’, as if originally incorporated therein and shall be interpreted accordingly.

3. The Comprehensive Development Plan entitled “5180 Lougheed Highway”, prepared by Raffi Architects Inc. and on file in the office of the Director Planning and Building, is deemed to be attached to and form part of this Bylaw and any development on the lands rezoned by this Bylaw shall be in conformity with the said Comprehensive Development Plan.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time	day of	2018
Reconsidered and adopted this	day of	2018

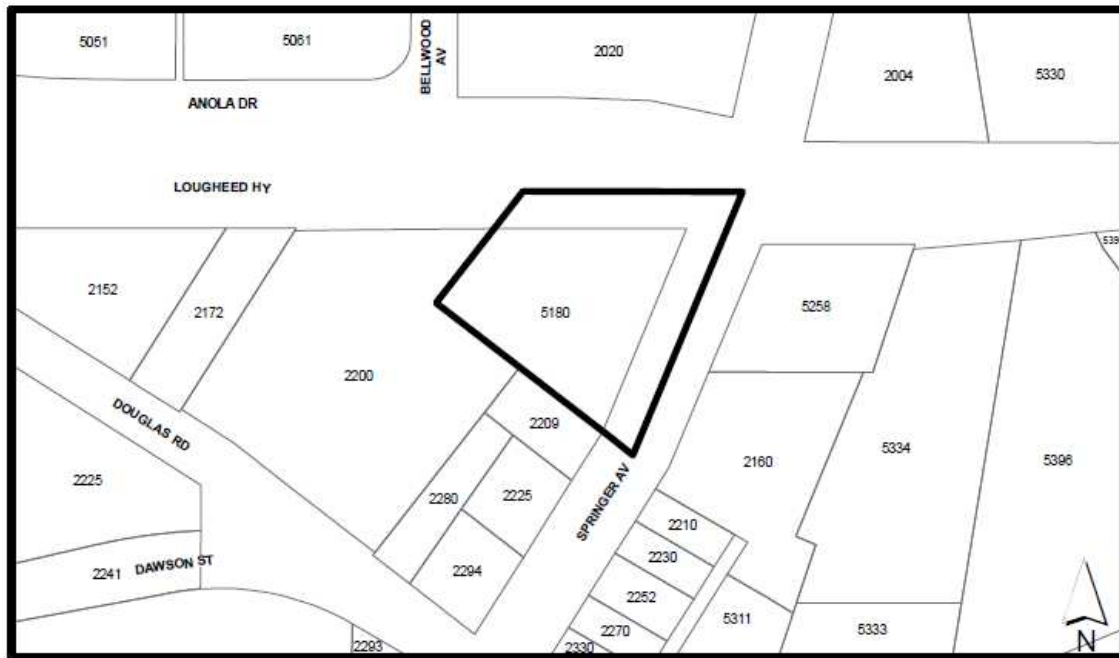
MAYOR

CLERK

BYLAW NUMBER 13854 BEING A BYLAW TO AMEND BYLAW
NUMBER 4742 BEING BURNABY ZONING BYLAW 1965

REZ.16-35


LEGAL: Lot 4, DL 125, Group 1, NWD Plan 3674



THE AREA(S) SHOWN ABOVE OUTLINED IN BLACK (—) IS (ARE) REZONED

FROM: M2 General Industrial District

TO: CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "5180 Lougheed Highway" prepared by Raffi Architects Inc.)

	PLANNING AND BUILDING DEPARTMENT	
Date: MAR 07 2018	OFFICIAL ZONING MAP	
scale: 1:2,500		
Drawn By: AY		
	Map "B" No. REZ. 4123	

CITY OF BURNABY

BYLAW NO. 13855

A BYLAW to amend Bylaw No. 4742, being
Burnaby Zoning Bylaw 1965, as amended by Bylaw Nos.
5787 and 6501, being Burnaby Zoning Bylaw 1965,
Amendment Bylaw Nos. 49, 1970 and 35, 1974

WHEREAS application for rezoning has been made to the Council;

AND WHEREAS the Council has held a public hearing thereon after duly giving notice of the time and place of such hearing as prescribed by Sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 6, 2018.**
2. The Map (hereinafter called “Map ‘A’”), attached to and forming an integral part of Bylaw No. 4742, being “Burnaby Zoning Bylaw 1965”, and designated as the Official Zoning Map of the City of Burnaby, is hereby amended according to the Map (hereinafter called “Map ‘B’”), marginally numbered REZ. 4124 annexed to this Bylaw, and in accordance with the explanatory legend, notations, references and boundaries designated, described, delimited and specified in particularity shown upon said Map ‘B’; and the various boundaries and districts shown upon said Map ‘B’ respectively are an amendment of and in substitution for the respective districts, designated and marked on said Map ‘A’ insofar as the same are changed, modified or varied thereby, and the said Map ‘A’ shall be deemed to be and is hereby declared to be amended accordingly and the said Map ‘B’ is hereby declared to be and shall form an integral part of said Map ‘A’, as if originally incorporated therein and shall be interpreted accordingly.

3. The Comprehensive Development Plan entitled “Municipal Works Yard”, prepared by Vector Engineering Services Ltd. and on file in the office of the Director Planning and Building, is deemed to be attached to and form part of this Bylaw and any development on the lands rezoned by this Bylaw shall be in conformity with the said Comprehensive Development Plan.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time	day of	2018
Reconsidered and adopted this	day of	2018

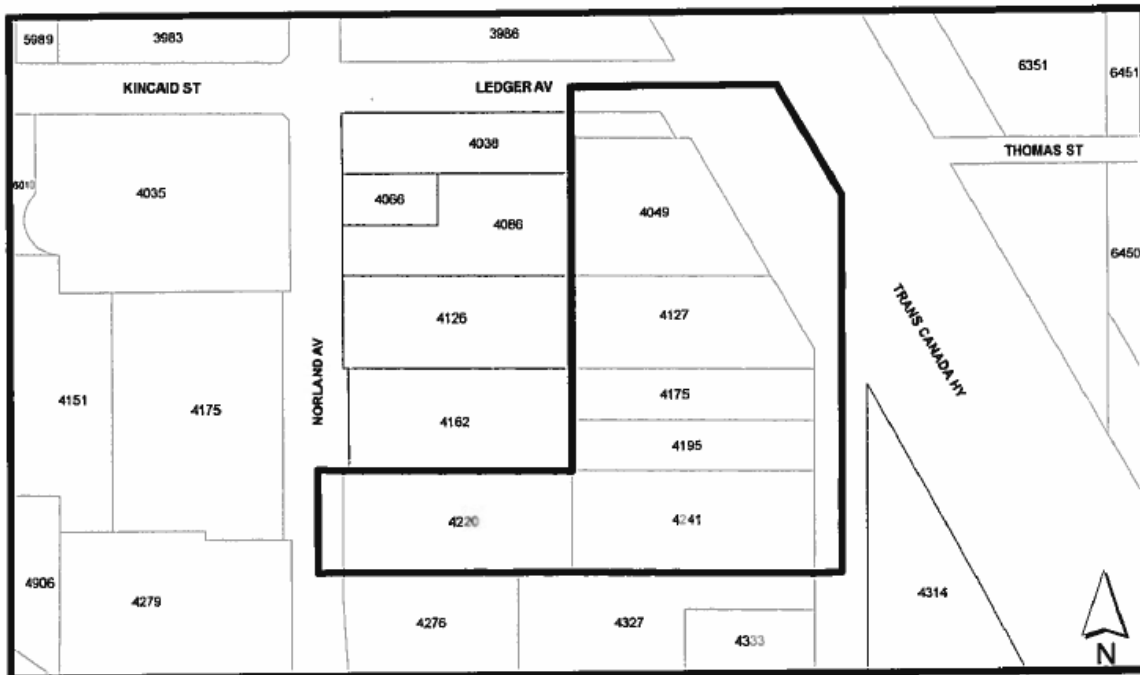
MAYOR

CLERK

**BYLAW NUMBER 13855 BEING A BYLAW TO AMEND BYLAW
NUMBER 4742 BEING BURNABY ZONING BYLAW 1965**

REZ.17-10015


LEGAL: See attached Schedule A



THE AREA(S) SHOWN ABOVE OUTLINED IN BLACK (——) IS (ARE) REZONED

FROM: P2 Administration and Assembly District and R4 Residential District

TO: CD Comprehensive Development District (based on P2 Administration and Assembly District, P8 Parking District, and M2 General Industrial District and the Central Administrative Area as guidelines, and the development plan entitled "Municipal Works Yard" prepared by Vector Engineering Services Ltd.)

	PLANNING AND BUILDING DEPARTMENT	
Date: FEB 28 2018	OFFICIAL ZONING MAP	
scale: 1:2,500		
Drawn By: AY		
		Map "B" No. REZ. 4124

SCHEDULE A
REZONING 17-10015

ADDRESS	LEGAL DESCRIPTION	PID
4049 Ledger Avenue	Lot 4 Except: Part On Plan 26541; Block 13 District Lot 79 Group 1 New Westminster District Plan 8632	002-512-700
4127 Ledger Avenue	Lot 5, Except: Part On Srw Plan 26541 District Lot 79 Group 1 New Westminster District Plan 8632	002-595-770
4175 Ledger Avenue	North Half Lot 6 District Lot 79 Group 1 New Westminster District Plan 8632	011-375-795
4195 Ledger Avenue	South Half Lot 6 District Lot 79 Group 1 New Westminster District Plan 8632	002-811-898
4241 Ledger Avenue	Lot 7 District Lot 79 Group 1 New Westminster District Plan 8632	002-460-505
4220 Norland Avenue	Lot 15 District Lot 79 Group 1 New Westminster District Plan 2298	012-626-139
4038 Norland Avenue	Lot 54 District Lot 79 Group 1 New Westminster District Plan 54758	002-704-005

CITY OF BURNABY

BYLAW NO. 13856

A BYLAW to amend Bylaw No. 4742, being
Burnaby Zoning Bylaw 1965, as amended by Bylaw No. 6726

WHEREAS application for rezoning has been made to the Council;

AND WHEREAS the Council has held a public hearing thereon after duly giving notice of the hearing as prescribed by sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 7, 2018.**
2. The map (hereinafter called "Map 'A'") attached to and forming an integral part of Bylaw No. 4742, being Burnaby Zoning Bylaw 1965, and designated as the Official Zoning Map of the City of Burnaby, is hereby amended according to the Map (hereinafter called "Map 'B'"), marginally numbered REZ. 4125, annexed to this Bylaw, and in accordance with the explanatory legend, notations, references and boundaries designated, described, delimited and specified in particularity shown upon said Map 'B', and the various boundaries and districts shown upon said Map 'B', respectively are an amendment of and in substitution for the respective districts, designated and marked on said Map 'A' insofar as the same are changed, modified or varied thereby, and the said Map 'A' shall be deemed to be and is hereby declared to be amended accordingly and the said Map

'B' is hereby declared to be and shall form an integral part of said Map 'A' as if originally incorporated therein and shall be interpreted accordingly.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time	day of	2018
Reconsidered and adopted this	day of	2018

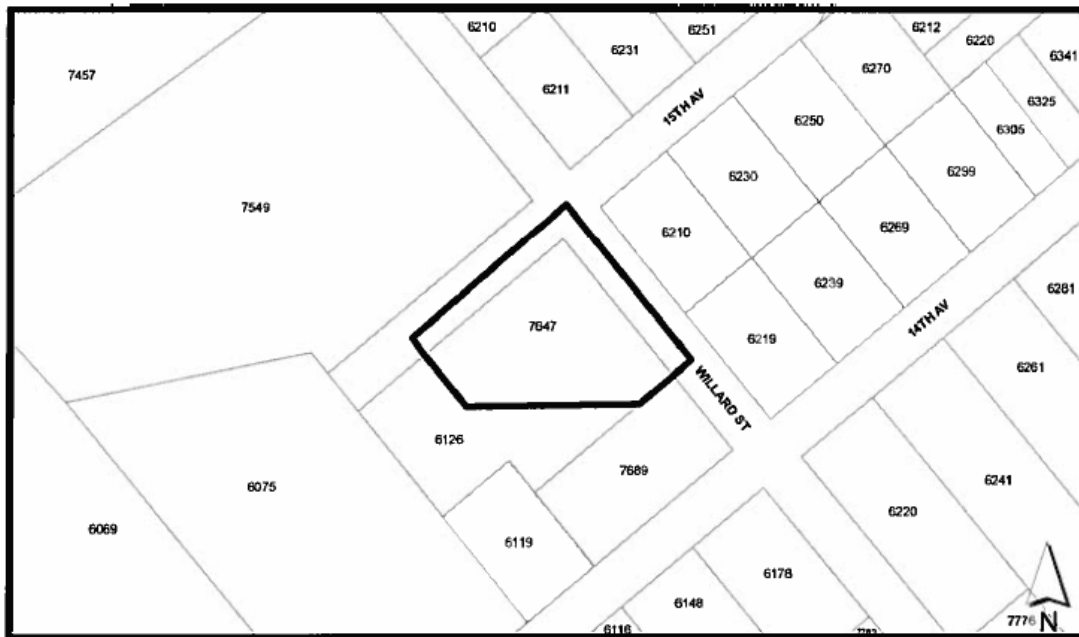
MAYOR

CLERK

BYLAW NUMBER 13856 BEING A BYLAW TO AMEND BYLAW
NUMBER 4742 BEING BURNABY ZONING BYLAW 1965

REZ.17-10014


LEGAL: Lot 41, District Lot 155a, Group 1, New Westminster District Plan 28537



THE AREA(S) SHOWN ABOVE OUTLINED IN BLACK () IS (ARE) REZONED

FROM: P2 Administration and Assembly District

TO: A2 Small Holdings District

 Date: FEB 28 2018 scale: 1:2,500 Drawn By: AY	PLANNING AND BUILDING DEPARTMENT <div> OFFICIAL ZONING MAP <div> Map "B" No. REZ. 4125 </div> </div>
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CITY OF BURNABY

BYLAW NO. 13857

A BYLAW respecting Burnaby North Road
Business Association

The Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY BUSINESS IMPROVEMENT AREA (BURNABY NORTH ROAD) BYLAW 2013, AMENDMENT BYLAW NO. 1, 2018.**

2. Burnaby Business Improvement Area (Burnaby North Road) Bylaw 2013 is amended by:

(a) deleting Section 4 and substituting the following:

“4. Council hereby approves the grant of an amount not exceeding One Million Sixty-Eight Thousand Six Hundred Seventy-Five Dollars (\$1,068,675.00) to the Association payable in accordance with the terms of this Bylaw over the six year term ending on March 31, 2020.”

(b) deleting Section 9 and substituting the following:

“9. This Bylaw shall expire on the first day of April, 2020.”

Read a first time this day of 2018

Read a second time this day of 2018

Read a third time this day of 2018

Reconsidered and adopted this day of 2018

MAYOR

CLERK

CITY OF BURNABY**BYLAW NO. 13858**

A BYLAW authorizing the expenditure of monies in the
Capital Works, Machinery and Equipment
Reserve Fund

WHEREAS there is an unappropriated balance in the Capital Works Financing Fund of Capital Works, Machinery and Equipment Reserve Fund (hereinafter called "the said Reserve Fund") established pursuant to Bylaw No. 7256 of \$56,078,762.45 as at the 18th day of February 2018, calculated as follows:

Balance in Fund at January 1, 2017	\$79,732,451.98
Add: Additions to the fund including interest earned to date	<u>\$80,647,740.61</u>
	\$160,380,192.59
Less: Appropriated by expenditure bylaws for 2017 (Nos 1-39), less GST	\$94,051,342.00
Appropriated by expenditure bylaws for 2018 (No. 1-4), less GST	\$6,820,000.00
Appropriations for 2017 Other Projects less GST	\$3,275,700.00
Appropriations in previous years booked in current year	\$154,388.14
	<u>\$ (104,301,430.14)</u>
Uncommitted balance	<u>\$ 56,078,762.45</u>

AND WHEREAS it is deemed desirable to expend \$1,600,000 to finance the Byrne Creek Artificial Sportsfield Replacement Project (hereinafter called the "said works");

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY CAPITAL WORKS, MACHINERY AND EQUIPMENT RESERVE FUND EXPENDITURE BYLAW NO.10, 2018.**
2. The sum of \$1,600,000 is hereby appropriated from the said Reserve Fund to be expended for the said works.
3. Should any of the said sum of \$1,600,000 remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the said Reserve Fund.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time this	day of	2018
Reconsidered and adopted by Council this	day of	2018

MAYOR

CLERK

CITY OF BURNABY**BYLAW NO. 13859**

A BYLAW authorizing the expenditure of monies
in the Local Improvement Fund

WHEREAS there is an uncommitted balance in the Local Improvement Fund established pursuant to Bylaw No. 4084 of \$11,740,631.72 as at the 18th day of February 2018;

AND WHEREAS Council has adopted a program for the removing and replacing of boulevard trees on Eglinton Street from Royal Oak Avenue to East Property Line 5268 Eglinton Street and has enacted the following Construction Bylaw for the undertaking of works at the costs set out:

<u>Bylaw No.</u>	<u>Amount</u>
13843	\$ 9,900

AND WHEREAS it is deemed desirable to expend \$9,900 of the said balance for the boulevard trees on Eglinton Street from Royal Oak Avenue to East Property Line 5268 Eglinton Street (hereinafter called "the said works") and to repay to the said Local Improvement Fund from current revenues over a five year period that amount together with interest at the annual interest rate applicable to internal borrowing;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY LOCAL IMPROVEMENT FUND EXPENDITURE BYLAW NO. 3, 2018.**

2. The sum of \$9,900 is hereby appropriated from the Local Improvement Fund to be expended on the said works; and such sum, together with interest at the annual rate applicable to internal borrowing, shall be repaid to the Local Improvement Fund over a five year period.

Read a first time this day of 2018

Read a second time this day of 2018

Read a third time this day of 2018

Reconsidered and adopted by Council this day of 2018

MAYOR

CLERK



INTER-OFFICE COMMUNICATION

TO: CITY CLERK 2018 March 07

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #15-55**
AMENDMENT BYLAW NO. 54/16; BYLAW #13686
Residential Tower I of Gilmore Station Phase I
Third Reading

ADDRESS: 4120, 4160, Ptn. 4170, Ptn. 4180 Lougheed Highway, and Ptn. 4161 Dawson Street

LEGAL: See Schedule A (*attached*)

FROM: M1 Manufacturing District and CD Comprehensive Development District (based on M1 and M1r Manufacturing District, M5 and M5I Light Industrial District, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 – Tower 1" prepared by IBI Group Architects)

The following information applies to the subject rezoning bylaw:

- a) First Reading given on 2016 November 21;
- b) Public Hearing held on 2016 December 13; and,
- c) Second Reading given on 2017 January 23.

The prerequisite conditions have been partially satisfied as follows:

- a. The submission of a suitable plan of development.
 - *A virtually complete suitable plan of development has been submitted. A few remaining details will be resolved prior to Final Adoption.*
- b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

City Clerk
 Rezoning Reference #15-55
 Third Reading
 2018 March 07..... Page 2

- *The applicant has submitted engineering design drawings for review and has agreed in a letter dated 2018 February 21 to deposit the necessary funds including 4% inspection fees and complete the servicing agreement prior to Final Adoption.*
- c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- d. The utilization of an amenity bonus in accordance with Section 5.6 of this report.
- *The subject rezoning application represents a single sub-phase (Tower 1) of the overall site's first phase of development. As the first phase of development will be delivered in four sub-phases, the applicant will provide a phased cash in-lieu contribution. The Tower 1 sub-phase contribution of \$26,204,650, would be deposited prior to Final Adoption. The balance of the other residential sub-phases (Towers 2 and 3) would be payable prior to issuance of Preliminary Plan Approval, subject to an annual interest rate of 2% above Royal Bank of Canada (RBC) prime. A density allocation covenant for the overall site, and no-build covenant for Towers 2 and 3 would be registered with the Land Title Office prior to Final Adoption. This approach is consistent with other similarly phased multiple-family developments within the City.*
- e. The granting of any necessary covenants, easements or statutory rights-of-way, including but not necessary limited to:
- Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant guaranteeing the provision and maintenance of public art;
 - Section 219 Covenant ensuring that the density of development of air space parcels and strata lots comply with the approved CD zoning for the site and to ensure that the overall site continues to function as a single, integrated development;
 - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
 - Section 219 Covenant ensuring compliance with the approved acoustic study;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;

City Clerk
 Rezoning Reference #15-55
 Third Reading
 2018 March 07..... Page 3

- Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
 - Section 219 Covenant restricting the use of guest rooms.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the requisite covenants, easements and statutory rights-of-way will be deposited in the Land Title Office prior to Final Adoption.*
- f. The review of a detailed Sediment Control System by the Director Engineering.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- g. The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the requisite easements and statutory rights-of-way will be deposited in the Land Title Office prior to Final Adoption.*
- h. The review of residential loading facilities by the Director Engineering.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21. An on-site commercial loading plan has been submitted to the Engineering Department – Traffic Division for approval prior to Final Adoption.*
- i. The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21 and has submitted the required district energy pre-feasibility study for approval.*
- j. The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- k. The provision of facilities for cyclists in accordance with this report.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the necessary provisions are indicated on the development plans.*

City Clerk
 Rezoning Reference #15-55
 Third Reading
 2018 March 07..... Page 4

- l. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21. A detailed Solid Waste and Recycling Plan has been submitted to the Engineering Department – Environmental Services Division for approval prior to Final Adoption.*
- m. Compliance with the guidelines for underground parking for residential visitors.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the necessary provisions are indicated on the development plans.*
- n. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
 - *An acoustic study has been submitted for review by the Engineering Department – Environmental Services Division, and the requisite covenant will be deposited in the Land Title Office prior to Final Adoption.*
- p. The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the required Construction Management Plan will be submitted and approved prior to Final Adoption.*
- q. The deposit of the applicable Parkland Acquisition Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- r. The deposit of the applicable GVS & DD Sewerage Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- s. The deposit of the applicable School Site Acquisition Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- t. The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent

City Clerk
Rezoning Reference #15-55
Third Reading
2018 March 07..... Page 5

and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21 and the area plan notification signs are in place.*

As the prerequisite conditions to this rezoning are now substantially complete, could you please arrange to return this amendment bylaw to Council for Consideration and Third Reading on 2018 March 12, with Reconsideration and Final Adoption to follow when the prerequisites are completely fulfilled and Planning notifies you to that effect.

A copy of the Public Hearing minutes for this rezoning application is **attached** for information.


Lou Pelletier, Director
PLANNING AND BUILDING

JBS/eb
Attachments

cc: City Manager

P:\49500 Rezoning\20 Applications\2015\15-00055 4120.4160.Ptn 4170.Ptn 4180 Lougheed & 4161 Dawson\Rezoning Reference 15-55 Third Reading 20180312.doc

SCHEDULE A

REZONING 15-55

ADDRESS	LEGAL DESCRIPTION	PID
4120 Lougheed Hwy.	Block 8 Except: Firstly: Parcel A (Reference Plan 11251); Secondly: Part By-Law Plan 52808; Thirdly: Part Now Road On Statutory Right Of Way Plan 4957; DL 119, Group 1, NWD Plan 206	003-206-840
4160 Lougheed Hwy.	Lot D, DL 119, Group 1, NWD Plan 69931	001-942-361
Portion of 4170 Lougheed Hwy.	Lot C, DL 119, Group 1, NWD Plan 69931	001-942-352
Portion of 4180 Lougheed Hwy.	Lot A, DLs 30 & 95, Group 1, NWD Plan EPP41731	029-728-088
Portion of 4161 Dawson St.	Lot B, DL 119, Group 1, NWD Plan 69931	001-942-344

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Burnaby Zoning Bylaw 1965,
Amendment Bylaw No. 54, 2016 - Bylaw No. 13686

Rez. #15-55

4120, 4160, Portion of 4170, Portion of 4180 Lougheed Highway and Portion of 4161 Dawson Street

From: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

To: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 – Tower 1" prepared by IBI Group Architects)

The purpose of the proposed zoning bylaw amendment is to permit construction of Residential Tower I within Phase I of the Gilmore Station Master Plan site.

The Advisory Planning Commission advised it supports the rezoning application.

Three letters were received in response to the proposed rezoning application:

Man Hon Lau and Pik Chun Lo, 2102 - 4118 Dawson Street, Burnaby

Anita Rachman, 704 - 4182 Dawson Street, Burnaby

Rahim Hasanali, PH3 - 4182 Dawson Street, Burnaby

All delegations that spoke to Rezoning #15-54 requested that their comments also be considered by Council for Rezoning #15-55, #15-56 and #15-57.

MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR CALENDINO

THAT this Public Hearing for Rez. #15-55, Bylaw #13686 be terminated.

CARRIED UNANIMOUSLY



INTER-OFFICE COMMUNICATION

TO: CITY CLERK 2018 March 07

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #15-56**
AMENDMENT BYLAW NO. 55/16; BYLAW #13687
Residential Tower II of Gilmore Station Phase I
Third Reading

ADDRESS: 4120, 4160, Ptn. 4170, Ptn. 4180 Lougheed Highway, and Ptn. 4161 Dawson Street

LEGAL: See Schedule A (*attached*)

FROM: M1 Manufacturing District and CD Comprehensive Development District (based on M1 and M1r Manufacturing District, M5 and M5I Light Industrial District, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 – Tower 2" prepared by IBI Group Architects)

The following information applies to the subject rezoning bylaw:

- a) First Reading given on 2016 November 21;
- b) Public Hearing held on 2016 December 13; and,
- c) Second Reading given on 2017 January 23.

The prerequisite conditions have been partially satisfied as follows:

- a. The submission of a suitable plan of development.
 - *A virtually complete suitable plan of development has been submitted. A few remaining details will be resolved prior to Final Adoption.*
- b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

City Clerk
 Rezoning Reference #15-56
 Third Reading
 2018 March 07..... Page 2

- *The applicant has submitted engineering design drawings for review and has agreed in a letter dated 2018 February 21 to deposit the necessary funds including 4% inspection fees and complete the servicing agreement prior to Final Adoption.*
- c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- d. The utilization of an amenity bonus in accordance with Section 5.6 of this report.
- *The subject rezoning application represents a single sub-phase (Tower 2) of the overall site's first phase of development. As the first phase of development will be delivered in four sub-phases, the applicant will provide a phased cash in-lieu contribution. The Tower 2 sub-phase contribution of \$33,280,390, as well as the contribution for Tower 3, would be payable prior to issuance of Preliminary Plan Approval, subject to an annual interest rate of 2% above Royal Bank of Canada (RBC) prime. A density allocation covenant for the overall site, and no-build covenant for Towers 2 and 3 would be registered with the Land Title Office prior to Final Adoption. This approach is consistent with other similarly phased multiple-family developments within the City.*
- e. The granting of any necessary covenants, easements or statutory rights-of-way, including but not necessary limited to:
- Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant guaranteeing the provision and maintenance of public art;
 - Section 219 Covenant ensuring that the density of development of air space parcels and strata lots comply with the approved CD zoning for the site and to ensure that the overall site continues to function as a single, integrated development;
 - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
 - Section 219 Covenant ensuring compliance with the approved acoustic study;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;

City Clerk
 Rezoning Reference #15-56
 Third Reading
 2018 March 07..... Page 3

- Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
 - Section 219 Covenant restricting the use of guest rooms.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the requisite covenants, easements and statutory rights-of-way will be deposited in the Land Title Office prior to Final Adoption.*
- f. The review of a detailed Sediment Control System by the Director Engineering.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- g. The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the requisite easements and statutory rights-of-way will be deposited in the Land Title Office prior to Final Adoption.*
- h. The review of residential loading facilities by the Director Engineering.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21. An on-site commercial loading plan has been submitted to the Engineering Department – Traffic Division for approval prior to Final Adoption.*
- i. The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21 and has submitted the required district energy pre-feasibility study for approval.*
- j. The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- k. The provision of facilities for cyclists in accordance with this report.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the necessary provisions are indicated on the development plans.*

City Clerk
Rezoning Reference #15-56
Third Reading
2018 March 07..... Page 4

- l. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21. A detailed Solid Waste and Recycling Plan has been submitted to the Engineering Department – Environmental Services Division for approval prior to Final Adoption.*
- m. Compliance with the guidelines for underground parking for residential visitors.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the necessary provisions are indicated on the development plans.*
- n. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
 - *An acoustic study has been submitted for review by the Engineering Department – Environmental Services Division, and the requisite covenant will be deposited in the Land Title Office prior to Final Adoption.*
- p. The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the required Construction Management Plan will be submitted and approved prior to Final Adoption.*
- q. The deposit of the applicable Parkland Acquisition Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- r. The deposit of the applicable GVS & DD Sewerage Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- s. The deposit of the applicable School Site Acquisition Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- t. The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent

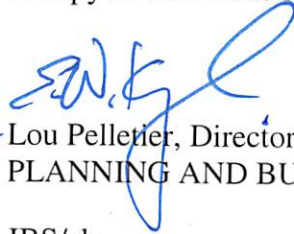
City Clerk
Rezoning Reference #15-56
Third Reading
2018 March 07..... Page 5

and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21 and the area plan notification signs are in place.*

As the prerequisite conditions to this rezoning are now substantially complete, could you please arrange to return this amendment bylaw to Council for Consideration and Third Reading on 2018 March 12, with Reconsideration and Final Adoption to follow when the prerequisites are completely fulfilled and Planning notifies you to that effect.

A copy of the Public Hearing minutes for this rezoning application is **attached** for information.



- Lou Pelletier, Director
PLANNING AND BUILDING

JBS/eb

Attachments

cc: City Manager

P:\49500 Rezoning\20 Applications\2015\15-00056 4120.4160.Ptn 4170.Ptn 4180 Lougheed & 4161 Dawson\Rezoning Reference 15-56 Third Reading 20180312.doc

SCHEDULE A
REZONING 15-56

ADDRESS	LEGAL DESCRIPTION	PID
4120 Lougheed Hwy.	Block 8 Except: Firstly: Parcel A (Reference Plan 11251); Secondly: Part By-Law Plan 52808; Thirdly: Part Now Road On Statutory Right Of Way Plan 4957; DL 119, Group 1, NWD Plan 206	003-206-840
4160 Lougheed Hwy.	Lot D, DL 119, Group 1, NWD Plan 69931	001-942-361
Portion of 4170 Lougheed Hwy.	Lot C, DL 119, Group 1, NWD Plan 69931	001-942-352
Portion of 4180 Lougheed Hwy.	Lot A, DLs 30 & 95, Group 1, NWD Plan EPP41731	029-728-088
Portion of 4161 Dawson St.	Lot B, DL 119, Group 1, NWD Plan 69931	001-942-344

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**Burnaby Zoning Bylaw 1965,
Amendment Bylaw No. 55, 2016 - Bylaw No. 13687**

Rez . #15-56

4120, 4160, Portion of 4170, Portion of 4180 Lougheed Highway and Portion of 4161 Dawson Street

From: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5I Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

To: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 – Tower 2" prepared by IBI Group Architects)

The purpose of the proposed zoning bylaw amendment is to permit construction of Residential Tower II within Phase I of the Gilmore Station Master Plan site.

The Advisory Planning Commission advised it supports the rezoning application.

Three letters were received in response to the proposed rezoning application:

Man Hon Lau and Pik Chun Lo, 2102 - 4118 Dawson Street, Burnaby

Anita Rachman, 704 - 4182 Dawson Street, Burnaby

Rahim Hasanali, PH3 - 4182 Dawson Street, Burnaby

All delegations that spoke to Rezoning #15-54 requested that their comments also be considered by Council for Rezoning #15-55, #15-56 and #15-57.

The following speakers appeared before Council and spoke to the proposed rezoning application:

MOVED BY COUNCILLOR JOHNSTON

SECONDED BY COUNCILLOR CALENDINO

THAT this Public Hearing for Rez. #15-56, Bylaw #13687 be terminated.

CARRIED UNANIMOUSLY



INTER-OFFICE COMMUNICATION

TO: CITY CLERK 2018 March 07

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #15-57**
AMENDMENT BYLAW NO. 56/16; BYLAW #13688
Residential Tower III of Gilmore Station Phase I
Third Reading

ADDRESS: 4120, 4160, Ptn. 4170, Ptn. 4180 Lougheed Highway, and Ptn. 4161 Dawson Street

LEGAL: See Schedule A (*attached*)

FROM: M1 Manufacturing District and CD Comprehensive Development District (based on M1 and M1r Manufacturing District, M5 and M5I Light Industrial District, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

TO: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 – Tower 3" prepared by IBI Group Architects)

The following information applies to the subject rezoning bylaw:

- a) First Reading given on 2016 November 21;
- b) Public Hearing held on 2016 December 13; and,
- c) Second Reading given on 2017 January 23.

The prerequisite conditions have been partially satisfied as follows:

- a. The submission of a suitable plan of development.
 - *A virtually complete suitable plan of development has been submitted. A few remaining details will be resolved prior to Final Adoption.*
- b. The deposit of sufficient monies, including a 4% Engineering Inspection Fee, to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to City standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

City Clerk
 Rezoning Reference #15-57
 Third Reading
 2018 March 07..... Page 2

- *The applicant has submitted engineering design drawings for review and has agreed in a letter dated 2018 February 21 to deposit the necessary funds including 4% inspection fees and complete the servicing agreement prior to Final Adoption.*
- c. The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development (as well as underground switching and transformer/service boxes in town centre locations), and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- d. The utilization of an amenity bonus in accordance with Section 5.6 of this report.
- *The subject rezoning application represents a single sub-phase (Tower 3) of the overall site's first phase of development. As the first phase of development will be delivered in four sub-phases, the applicant will provide a phased cash in-lieu contribution. The Tower 3 sub-phase contribution of \$21,401,640, as well as the contribution for Tower 2, would be payable prior to issuance of Preliminary Plan Approval, subject to an annual interest rate of 2% above Royal Bank of Canada (RBC) prime. A density allocation covenant for the overall site, and no-build covenant for Towers 2 and 3 would be registered with the Land Title Office prior to Final Adoption. This approach is consistent with other similarly phased multiple-family developments within the City.*
- e. The granting of any necessary covenants, easements or statutory rights-of-way, including but not necessary limited to:
- Section 219 Covenant restricting enclosure of balconies;
 - Section 219 Covenant guaranteeing the provision and maintenance of public art;
 - Section 219 Covenant ensuring that the density of development of air space parcels and strata lots comply with the approved CD zoning for the site and to ensure that the overall site continues to function as a single, integrated development;
 - Section 219 Covenant ensuring that handicap accessible parking stalls in the underground residential parking areas be held in common property to be administered by the Strata Corporation;
 - Section 219 Covenant ensuring compliance with the approved acoustic study;
 - Section 219 Covenant ensuring the provision and ongoing maintenance of EV cars and EV plug-in stations;

City Clerk
 Rezoning Reference #15-57
 Third Reading
 2018 March 07..... Page 3

- Section 219 Covenant ensuring that provided amenity spaces are for the sole use of residents of the Gilmore Station development and are not to be used for commercial purposes; and,
 - Section 219 Covenant restricting the use of guest rooms.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the requisite covenants, easements and statutory rights-of-way will be deposited in the Land Title Office prior to Final Adoption.*
- f. The review of a detailed Sediment Control System by the Director Engineering.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- g. The submission of a suitable on-site stormwater management system to the approval of the Director Engineering, the deposit of sufficient monies for its provision, and the granting of a Section 219 Covenant to guarantee its provision and continuing operation.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the requisite easements and statutory rights-of-way will be deposited in the Land Title Office prior to Final Adoption.*
- h. The review of residential loading facilities by the Director Engineering.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21. An on-site commercial loading plan has been submitted to the Engineering Department – Traffic Division for approval prior to Final Adoption.*
- i. The submission of a suitable district energy pre-feasibility study to the approval of the Director Planning and Building is required.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21 and has submitted the required district energy pre-feasibility study for approval.*
- j. The submission of a sustainability report detailing the initiatives for the development to meets its environmental commitments within the Gilmore Station Master Plan.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21.*
- k. The provision of facilities for cyclists in accordance with this report.
- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the necessary provisions are indicated on the development plans.*

City Clerk
 Rezoning Reference #15-57
 Third Reading
 2018 March 07..... Page 4

- l. The submission of a suitable Solid Waste and Recycling Plan to the approval of the Director Engineering.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21. A detailed Solid Waste and Recycling Plan has been submitted to the Engineering Department – Environmental Services Division for approval prior to Final Adoption.*
- m. Compliance with the guidelines for underground parking for residential visitors.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the necessary provisions are indicated on the development plans.*
- n. The submission of an acoustic study to ensure compliance with the Council-adopted sound criteria.
 - *An acoustic study has been submitted for review by the Engineering Department – Environmental Services Division, and the requisite covenant will be deposited in the Land Title Office prior to Final Adoption.*
- p. The submission of a detailed construction management plan including a schedule for the construction/development phasing of the subject proposal.
 - *The applicant has agreed to this prerequisite in a letter dated 2018 February 21, and the required Construction Management Plan will be submitted and approved prior to Final Adoption.*
- q. The deposit of the applicable Parkland Acquisition Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- r. The deposit of the applicable GVS & DD Sewerage Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- s. The deposit of the applicable School Site Acquisition Charge.
 - *The applicant has agreed in a letter dated 2018 February 21 to make the necessary deposits prior to Final Adoption.*
- t. The submission of a written undertaking to distribute area plan notification forms, prepared by the City, with disclosure statements; and, to post area plan notification signs, also prepared by the City, on the development site and in the sales office in prominent

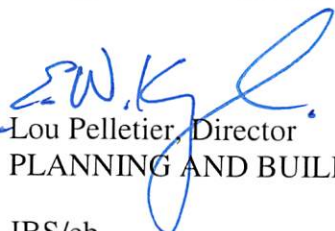
City Clerk
Rezoning Reference #15-57
Third Reading
2018 March 07..... Page 5

and visible locations prior to Third Reading, or at the time marketing for the subject development commences, whichever is first, and remain posted for a period of one year, or until such time that all units are sold, whichever is greater.

- *The applicant has agreed to this prerequisite in a letter dated 2018 February 21 and the area plan notification signs are in place.*

As the prerequisite conditions to this rezoning are now substantially complete, could you please arrange to return this amendment bylaw to Council for Consideration and Third Reading on 2018 March 12, with Reconsideration and Final Adoption to follow when the prerequisites are completely fulfilled and Planning notifies you to that effect.

A copy of the Public Hearing minutes for this rezoning application is ***attached*** for information.


Lou Pelletier, Director
PLANNING AND BUILDING

JBS/eb
Attachments

cc: City Manager

P:\49500 Rezoning\20 Applications\2015\15-00057 4120.4160.Ptn 4170.Ptn 4180 Lougheed & 4161 Dawson\Rezoning Reference 15-57 Third Reading 20180312.doc

SCHEDULE A
REZONING 15-57

ADDRESS	LEGAL DESCRIPTION	PID
4120 Lougheed Hwy.	Block 8 Except: Firstly: Parcel A (Reference Plan 11251); Secondly: Part By-Law Plan 52808; Thirdly: Part Now Road On Statutory Right Of Way Plan 4957; DL 119, Group 1, NWD Plan 206	003-206-840
4160 Lougheed Hwy.	Lot D, DL 119, Group 1, NWD Plan 69931	001-942-361
Portion of 4170 Lougheed Hwy.	Lot C, DL 119, Group 1, NWD Plan 69931	001-942-352
Portion of 4180 Lougheed Hwy.	Lot A, DLs 30 & 95, Group 1, NWD Plan EPP41731	029-728-088
Portion of 4161 Dawson St.	Lot B, DL 119, Group 1, NWD Plan 69931	001-942-344

P:\REZONING\Applications\2015\15-00057 4120.4160.Ptn 4170.Ptn 4180 Lougheed & 4161 Dawson\Schedule A 15-57.docx

**Burnaby Zoning Bylaw 1965,
Amendment Bylaw No. 56, 2016 - Bylaw No. 13688**

Rez . #15-57

4120, 4160, Portion of 4170, Portion of 4180 Lougheed Highway and Portion of 4161 Dawson Street

From: M1 Manufacturing District, CD Comprehensive Development District (based on M1, M1r Manufacturing Districts, M5, M5l Light Industrial Districts, C1 Neighbourhood Commercial District and P2 Administration and Assembly District)

To: Amended CD Comprehensive Development District (based on RM5s Multiple Family Residential District and Brentwood Town Centre Development Plan as guidelines, and in accordance with the development plan entitled "Gilmore Station Phase 1 – Tower 3" prepared by IBI Group Architects)

The purpose of the proposed zoning bylaw amendment is to permit construction of Residential Tower III within Phase I of the Gilmore Station Master Plan site.

The Advisory Planning Commission advised it supports the rezoning application.

Three letters were received in response to the proposed rezoning application:

Man Hon Lau and Pik Chun Lo, 2102 - 4118 Dawson Street, Burnaby
Anita Rachman, 704 - 4182 Dawson Street, Burnaby
Rahim Hasanali, PH3 - 4182 Dawson Street, Burnaby

All delegations that spoke to Rezoning #15-54 requested that their comments also be considered by Council for Rezoning #15-55, #15-56 and #15-57.

**MOVED BY COUNCILLOR JOHNSTON
SECONDED BY COUNCILLOR JORDAN**

THAT this Public Hearing for Rez. #15-57, Bylaw #13688 be terminated.

CARRIED UNANIMOUSLY

CITY OF BURNABY**BYLAW NO. 13838**

A BYLAW to amend the Zoning Bylaw provisions
to various sections

The Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 1, 2018.**

2. Burnaby Zoning Bylaw 1965, as amended, is further amended:

- (a) at Section 3, Definitions by deleting the definitions of “Garage, Private” and “Lot Area” and substituting the following, in alphabetical order:

“**GARAGE, PRIVATE**” means a detached accessory building or a portion of a principal or accessory building used solely for the parking or temporary storage of private motor vehicles and in which there are no facilities for repairing or servicing such vehicles. Private garages located within structured parking or underground parking shall only be permitted on lots that are subject to rezoning to the CD (Comprehensive Development) District.”

“**LOT AREA**” means the total horizontal area within the lot lines of a lot, except for lots that are rezoned on or after 2018 April 01 to the CD (Comprehensive Development) District based in whole or in part on the RM, C, M, B and P Districts, lot area shall be inclusive of the area of street and lane dedication immediately adjacent to the lot, as shown on the subdivision plan pertaining to the lot, approved as a prerequisite to the CD zoning of the site.”

- (b) at Section 3, Definitions by adding the following in alphabetical order:

“**CANNABIS PRODUCTION FACILITY**” means a building or portion thereof providing for the production, finishing, packaging, warehousing and/or distribution of cannabis.

“**PARKING, STRUCTURED**” means an area that

- a) contains parking spaces and associated driveways and maneuvering aisles,
- b) is located within a building, and
- c) has its roof or the finished floor next above it more than 800 mm (2.62 ft.) above the adjacent finished grade.”

(c) at Section 3, Definitions by deleting the definition of “Medical Marihuana” in its entirety;

(d) by deleting subsection 6.4(2) and substituting the following:

“(2) Except in the C2, R1, R2, R3, R4, R5, R9, R10, R11, R12, RM6 and P11 Districts, the height of a principal building shall be measured from the front average elevation to the highest point of the structure, subject to the applicable exceptions in subsections (3) and (4); and where no front yard setback is required the height shall be measured from the curb.”;

(e) by adding the following after subsection 6.4(5)

“(6) The height of a detached accessory building shall be measured from the calculated average natural grade of all sides of the building to the highest point of the structure, subject to the applicable exceptions in subsections (3) and (4), except that the height of a detached garage or carport may be measured from the finished grade at the point used for vehicular access.”;

- (f) by repealing Section 6.6(1)(a.1) in its entirety and marking it “Repealed”;
- (g) by deleting subsections 104.3(1), (2), and (3) and substituting the following:
 - “(1) Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.
 - (2) Notwithstanding subsection (1), lot coverage shall not exceed 40 percent for lots in an R4a District.”;
- (h) by deleting subsections 105.3(1), (2) and (3) and substituting the following:
 - “(1) Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.
 - (2) Notwithstanding subsection (1), lot coverage shall not exceed 40 percent for lots in an R5a District.”;
- (i) by deleting subsections 109.3(1) and (2) and substituting the following:
 - “Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.”;
- (j) by deleting subsections 112.3(1) and (2) and substituting the following:
 - “Lot coverage shall not exceed 40 percent, except that lots having a garage or carport detached from the principal building shall have a maximum lot coverage of 45 percent.”;

(k) by deleting subsection 401.1(23) and substituting the following:

“(23) Cannabis production facility provided that the use is included as part of a comprehensive development plan subject to the CD (Comprehensive Development) District.”;

(l) by deleting subsection 404.1(18) and substituting the following:

“(18) Cannabis production facility provided that the use is included as part of a comprehensive development plan subject to the CD (Comprehensive Development) District.”; and

(m) by deleting subsection 405.1(19) and substituting the following:

“(19) Cannabis production facility provided that the use is included as part of a comprehensive development plan subject to the CD (Comprehensive Development) District.”.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time	day of	2018
Reconsidered and adopted this	day of	2018

MAYOR

CLERK

CITY OF BURNABY**BYLAW NO. 13827**

A BYLAW to amend Bylaw No. 4742, being Burnaby Zoning

Bylaw 1965, as amended by Bylaw No. 13156, being Burnaby
Zoning Bylaw 1965, Amendment Bylaw No. 49, 2012

WHEREAS application for rezoning has been made to the Council;

AND WHEREAS the Council has held a public hearing thereon after duly giving notice of the time and place of such hearing as prescribed by Sections 466 and 467 of the *Local Government Act*, R.S.B.C. 2015;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 42, 2017.**

2. Bylaw No. 4742, as amended by Bylaw No. 13156, is further amended as follows:

(a) The Map (hereinafter called "Map 'A'"), attached to and forming an integral part of Bylaw No. 4742, being "Burnaby Zoning Bylaw 1965", and designated as the Official Zoning Map of the City of Burnaby, is hereby amended according to the Map (hereinafter called "Map 'B'"), marginally numbered R.Z. 4118, annexed to this Bylaw, and in accordance with the explanatory legend, notations, references and boundaries designated, described, delimited and specified in particularity shown upon said Map 'B'; and the various boundaries and districts shown upon said Map 'B' respectively are an amendment of and in addition to the respective districts, designated and marked on said Map 'A' insofar as the same are changed, modified or varied thereby, and the said

Map 'A' shall be deemed to be and is hereby declared to be amended accordingly and the said Map 'B' is hereby declared to be and shall form an integral part of said Map 'A', as if originally incorporated therein and shall be interpreted accordingly.

(b) The Comprehensive Development Plan more particularly described in Bylaw No. 13156 is amended in accordance with the adopted Development Plan entitled “EASTLAKE CAMPUS”, prepared by CHIP BARRETT ARCHITECT and on file in the office of the Director Planning and Building; and any development on the lands rezoned by this Bylaw shall be in conformity with the said Comprehensive Development Plan as amended.

Read a first time this	day of	2017
Read a second time this	day of	2018
Read a third time	day of	2018
Reconsidered and adopted this	day of	2018

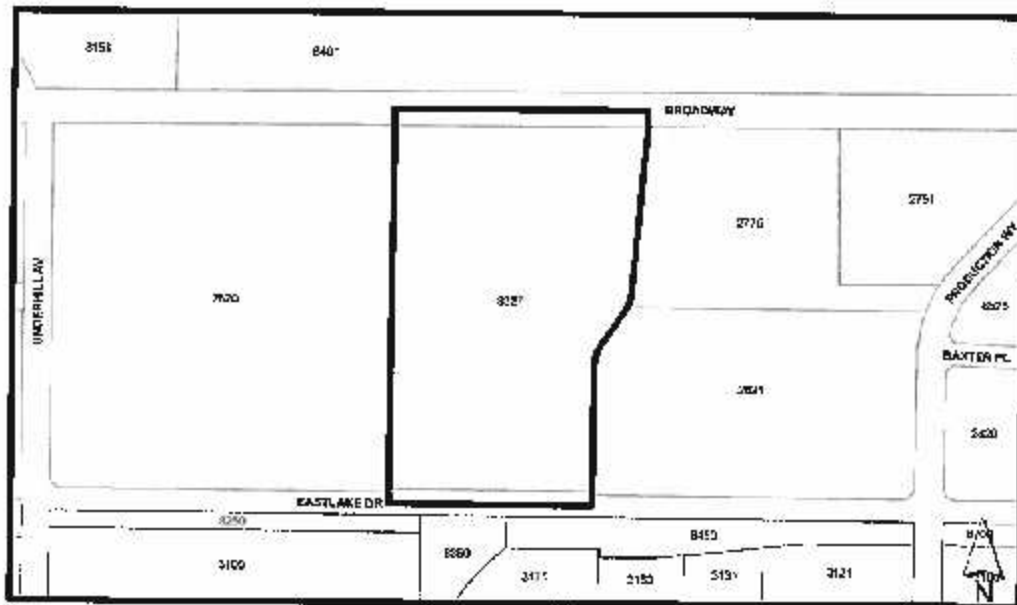
MAYOR

CLERK

**BYLAW NUMBER 13827 BEING A BYLAW TO AMEND BYLAW
NUMBER 4742 BEING BURNABY ZONING BYLAW 1965**

REZ.17-19


LEGAL: Lot A, DL 57, Plan EPP35080



THE AREA(S) SHOWN ABOVE OUTLINED IN BLACK () IS (ARE) REZONED

FROM: CD Comprehensive Development District (based on M5 and M5r Light Industrial District, B1 Suburban Office District, and Lake City Business Centre as guidelines)

TO: Amended CD Comprehensive Development District (based on M5 and M5r Light Industrial District, B1 Suburban Office District, and Lake City Business Centre as guidelines, and in accordance with the development plan entitled "Eastlake Campus" prepared by Chip Barrett Architect)

	PLANNING AND BUILDING DEPARTMENT	
Date: DEC 05 2017	OFFICIAL ZONING MAP	
scale: 1:5,000		
Drawn By: AY		
	Map "B" No. REZ. 4118	



INTER-OFFICE COMMUNICATION

TO: CITY CLERK DATE: 2018 March 07

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #17-19
 BYLAW 13827; AMENDMENT BYLAW NO. 42/17
 Minor increase in interior floor area
 Lake City Business Centre
 Final Adoption

ADDRESS: 8327 Eastlake Drive

LEGAL: Lot A, DL 57, Plan EPP35080

FROM: CD Comprehensive Development District (based on M5 and M5r Light Industrial District, B1 Suburban Office District, and Lake City Business Centre as guidelines)

TO: Amended CD Comprehensive Development District (based on M5 and M5r Light Industrial District, B1 Suburban Office District, and Lake City Business Centre as guidelines, and in accordance with the development plan entitled "Eastlake Campus" prepared by Chip Barrett Architect)

The following information applies to the subject rezoning bylaw:

- a) First Reading given on 2017 December 11;
- b) Public Hearing held on 2018 January 30;
- c) Second Reading given on 2018 February 05; and,
- d) Third Reading given on 2018 February 26.

The prerequisite condition has been completely satisfied as follows:

- a. The submission of a suitable plan of development.
 - *The applicant has submitted a complete suitable plan of development.*

As the prerequisite condition to this rezoning is now complete as outlined, could you please arrange to return this amendment bylaw to Council for Reconsideration and Final Adoption on 2018 March 12.


 Lou Pelletier, Director
 PLANNING AND BUILDING
 LS:eb

CITY OF BURNABY**BYLAW NO. 13836**

A BYLAW to close and remove the dedication of
a certain portion of highway

WHEREAS pursuant to section 40 of the *Community Charter* and section 120 of the *Land Title Act* the Council may by bylaw close part of a highway to traffic and remove the dedication of that part of the highway;

AND WHEREAS the Council, before adopting this Bylaw, has caused the required statutory public notice of its intention to be given by advertisement;

AND WHEREAS the Council deems it expedient and in the public interest to stop up and close to traffic and remove the dedication of that portion of highway more particularly hereinafter described;

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

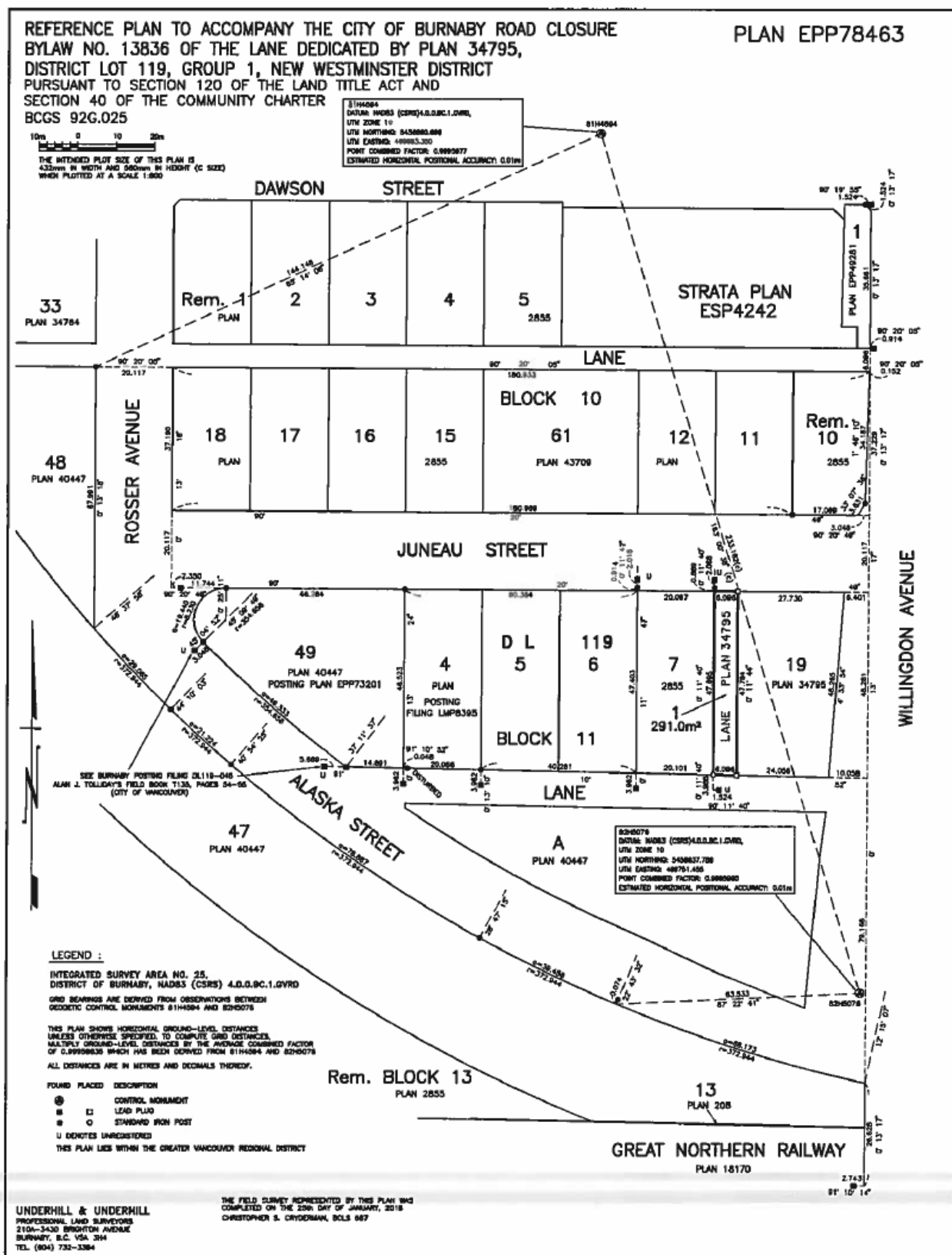
1. This Bylaw may be cited as **BURNABY HIGHWAY CLOSURE BYLAW NO. 2, 2018.**
2. ALL AND SINGULAR that certain parcel or tract of land, situate, lying and being in the City of Burnaby, in the Province of British Columbia, more particularly known and described as all that portion of lane in District Lot 119, Group 1, New Westminster District, dedicated by Plan 34795, containing 291.0m² (hereinafter called "the closed portion of lane") shown outlined on Reference Plan prepared by Christopher S. Cryderman, B.C.L.S., and certified in the Land Title Office under Number EPP78463, a copy of which is hereunto annexed is hereby closed to all types of traffic.

3. The dedication of the closed portion of lane as highway is removed.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time this	day of	2018
Reconsidered and adopted this	day of	2018

MAYOR

CLERK



CITY OF BURNABY**BYLAW NO. 13845**

A BYLAW authorizing the expenditure of monies in the
Capital Works, Machinery and Equipment
Reserve Fund

WHEREAS there is an unappropriated balance in the Capital Works Financing Fund of Capital Works, Machinery and Equipment Reserve Fund (hereinafter called "the said Reserve Fund") established pursuant to Bylaw No. 7256 of \$58,782,762.45 as at the 18th day of February 2018, calculated as follows:

Balance in Fund at January 1, 2017	\$79,732,451.98
Add: Additions to the fund including interest earned to date	<u>\$80,647,740.61</u>
	\$160,380,192.59
Less: Appropriated by expenditure bylaws for 2017 (Nos 1-39), less GST	\$94,051,342.00
Appropriated by expenditure bylaws for 2018 (No. 1-3), less GST	\$4,116,000.00
Appropriations for 2017 Other Projects less GST	\$3,275,700.00
Appropriations in previous years booked in current year	\$154,388.14
	<u>\$ (101,597,430.14)</u>
Uncommitted balance	<u>\$ 58,782,762.45</u>

AND WHEREAS it is deemed desirable to expend \$2,568,000 to finance the Property Tax System Replacement Project (hereinafter called the "said works");

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY CAPITAL WORKS, MACHINERY AND EQUIPMENT RESERVE FUND EXPENDITURE BYLAW NO. 5, 2018.**
2. The sum of \$2,568,000 is hereby appropriated from the said Reserve Fund to be expended for the said works.
3. Should any of the said sum of \$2,568,000 remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the said Reserve Fund.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time this	day of	2018
Reconsidered and adopted by Council this	day of	2018

MAYOR

CLERK

CITY OF BURNABY**BYLAW NO. 13846**

A BYLAW authorizing the expenditure of monies in the
Capital Works, Machinery and Equipment
Reserve Fund

WHEREAS there is an unappropriated balance in the Capital Works Financing Fund of Capital Works, Machinery and Equipment Reserve Fund (hereinafter called "the said Reserve Fund") established pursuant to Bylaw No. 7256 of \$58,782,762.45 as at the 18th day of February 2018, calculated as follows:

Balance in Fund at January 1, 2017	\$79,732,451.98
Add: Additions to the fund including interest earned to date	<u>\$80,647,740.61</u>
	\$160,380,192.59
Less: Appropriated by expenditure bylaws for 2017 (Nos 1-39), less GST	\$94,051,342.00
Appropriated by expenditure bylaws for 2018 (No. 1-3), less GST	\$4,116,000.00
Appropriations for 2017 Other Projects less GST	\$3,275,700.00
Appropriations in previous years booked in current year	\$154,388.14
	<u>\$ (101,597,430.14)</u>
Uncommitted balance	<u>\$ 58,782,762.45</u>

AND WHEREAS it is deemed desirable to expend \$1,200,000 to finance the RCMP 2018 Capital Projects January Funding Request (hereinafter called the "said works");

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY CAPITAL WORKS, MACHINERY AND EQUIPMENT RESERVE FUND EXPENDITURE BYLAW NO. 6, 2018.**
2. The sum of \$1,200,000 is hereby appropriated from the said Reserve Fund to be expended for the said works.
3. Should any of the said sum of \$1,200,000 remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the said Reserve Fund.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time this	day of	2018
Reconsidered and adopted by Council this	day of	2018

MAYOR

CLERK

CITY OF BURNABY**BYLAW NO. 13847**

A BYLAW authorizing the expenditure of monies in the
Capital Works, Machinery and Equipment
Reserve Fund

WHEREAS there is an unappropriated balance in the Capital Works Financing Fund of Capital Works, Machinery and Equipment Reserve Fund (hereinafter called "the said Reserve Fund") established pursuant to Bylaw No. 7256 of \$58,782,762.45 as at the 18th day of February 2018, calculated as follows:

Balance in Fund at January 1, 2017		\$79,732,451.98
Add: Additions to the fund including interest earned to date		<u>\$80,647,740.61</u>
		\$160,380,192.59
Less: Appropriated by expenditure bylaws for 2017 (Nos 1-39), less GST	\$94,051,342.00	
Appropriated by expenditure bylaws for 2018 (No. 1-3), less GST	\$4,116,000.00	
Appropriations for 2017 Other Projects less GST	\$3,275,700.00	
Appropriations in previous years booked in current year	\$154,388.14	
		<u>\$ (101,597,430.14)</u>
Uncommitted balance		<u>\$ 58,782,762.45</u>

AND WHEREAS it is deemed desirable to expend \$210,000 to finance the Deer Lake Renovation Projects Capital Funding Request (hereinafter called the "said works");

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY CAPITAL WORKS, MACHINERY AND EQUIPMENT RESERVE FUND EXPENDITURE BYLAW NO. 7, 2018.**
2. The sum of \$210,000 is hereby appropriated from the said Reserve Fund to be expended for the said works.
3. Should any of the said sum of \$210,000 remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the said Reserve Fund.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time this	day of	2018
Reconsidered and adopted by Council this	day of	2018

MAYOR

CLERK

CITY OF BURNABY**BYLAW NO. 13848**

A BYLAW authorizing the expenditure of monies in the
Capital Works, Machinery and Equipment
Reserve Fund

WHEREAS there is an unappropriated balance in the Capital Works Financing Fund of Capital Works, Machinery and Equipment Reserve Fund (hereinafter called "the said Reserve Fund") established pursuant to Bylaw No. 7256 of \$58,782,762.45 as at the 18th day of February 2018, calculated as follows:

Balance in Fund at January 1, 2017		\$79,732,451.98
Add: Additions to the fund including interest earned to date		<u>\$80,647,740.61</u>
		\$160,380,192.59
Less: Appropriated by expenditure bylaws for 2017 (Nos 1-39), less GST	\$94,051,342.00	
Appropriated by expenditure bylaws for 2018 (No. 1-3), less GST	\$4,116,000.00	
Appropriations for 2017 Other Projects less GST	\$3,275,700.00	
Appropriations in previous years booked in current year	\$154,388.14	
		<u>\$ (101,597,430.14)</u>
Uncommitted balance		<u>\$ 58,782,762.45</u>

AND WHEREAS it is deemed desirable to expend \$4,502,300 to finance the 2018 February Engineering Capital Infrastructure Bylaw Funding Request – Transportation (hereinafter called the "said works");

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY CAPITAL WORKS, MACHINERY AND EQUIPMENT RESERVE FUND EXPENDITURE BYLAW NO. 8, 2018.**
2. The sum of \$4,502,300 is hereby appropriated from the said Reserve Fund to be expended for the said works.
3. Should any of the said sum of \$4,502,300 remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the said Reserve Fund.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time this	day of	2018
Reconsidered and adopted by Council this	day of	2018

MAYOR

CLERK

CITY OF BURNABY**BYLAW NO. 13849**

A BYLAW authorizing the expenditure of monies in the
Capital Works, Machinery and Equipment
Reserve Fund

WHEREAS there is an unappropriated balance in the Capital Works Financing Fund of Capital Works, Machinery and Equipment Reserve Fund (hereinafter called "the said Reserve Fund") established pursuant to Bylaw No. 7256 of \$58,782,762.45 as at the 18th day of February 2018, calculated as follows:

Balance in Fund at January 1, 2017	\$79,732,451.98
Add: Additions to the fund including interest earned to date	<u>\$80,647,740.61</u>
	\$160,380,192.59
Less: Appropriated by expenditure bylaws for 2017 (Nos 1-39), less GST	\$94,051,342.00
Appropriated by expenditure bylaws for 2018 (No. 1-3), less GST	\$4,116,000.00
Appropriations for 2017 Other Projects less GST	\$3,275,700.00
Appropriations in previous years booked in current year	\$154,388.14
	<u>\$ (101,597,430.14)</u>
Uncommitted balance	<u>\$ 58,782,762.45</u>

AND WHEREAS it is deemed desirable to expend \$3,739,600 to finance the 2018 February Engineering Capital Infrastructure Bylaw Funding Request – Facilities Management (hereinafter called the "said works");

NOW THEREFORE the Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY CAPITAL WORKS, MACHINERY AND EQUIPMENT RESERVE FUND EXPENDITURE BYLAW NO. 9, 2018.**
2. The sum of \$3,739,600 is hereby appropriated from the said Reserve Fund to be expended for the said works.
3. Should any of the said sum of \$3,739,600 remain unexpended after the expenditures hereby authorized have been made, any unexpended balance shall be returned to the credit of the said Reserve Fund.

Read a first time this	day of	2018
Read a second time this	day of	2018
Read a third time this	day of	2018
Reconsidered and adopted by Council this	day of	2018

MAYOR

CLERK

CITY OF BURNABY**BYLAW NO. 13850**

A BYLAW to amend the Bylaw Notice Enforcement Bylaw

The Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY BYLAW NOTICE ENFORCEMENT BYLAW, 2009, AMENDMENT BYLAW NO. 1, 2018.**
2. Burnaby Bylaw Notice Enforcement Bylaw, 2009, as amended, is further amended:
 - (a) at section 8, by adding the following after subsection (xxxviii):

“(xxxix)	Director, Public Safety and Community Services
“(xxxx)	Manager Engineering Development
“(xxxxi)	Traffic Technician I
“(xxxxii)	Traffic Assistant
“(xxxxiii)	Environmental Technician
“(xxxxiv)	Manager Environmental Services
“(xxxxv)	Lead Water Conservation Officer
“(xxxxvi)	Water Conservation Officer
“(xxxxvii)	City Surveyor
“(xxxxviii)	Assistant City Surveyor
“(xxxxix)	Senior Survey Technologist
“(xxxxx)	Legal Survey Technologist
“(xxxxxi)	Engineering Survey Technologist
“(xxxxxii)	Survey Assistant 2”
 - (b) by deleting section 8(b)(iv) and marking it “Repealed”;
 - (c) by deleting subsections 10(c), (d) and (e) and substituting the following:

- “(c) Director Engineering, Deputy Director Engineering, Assistant Director Engineering, Manager of Public Works, Manager Engineering Development, Environmental Engineer, Engineering Inspectors, Engineering Superintendant, Engineering Technician, Engineering Foreman, Supervisor Traffic Engineering, Traffic Technician I, Traffic Technician II, Traffic Assistant, Manager Engineering Development, Senior Transportation Engineer, Anti-Graffiti Coordinator, Manager Environmental Services, Environmental Services Officers, Environmental Technician, Lead Water Conservation Officer, Water Conservation Officer, City Surveyor, Assistant City Surveyor, Senior Survey Technologist, Legal Survey Technologist, Engineering Survey Technologist, Survey Assistant 2;
 - (d) Director Public Safety and Community Services, Parking Patrol Supervisor, Parking Services Supervisor, Parking Enforcement Officers, Chief Licence Inspector, Supervisor-Property Use Coordination, Property Use Co-ordinators, Business Licence Inspectors, Supervisor Bylaw Services, Bylaw Enforcement Coordinators, Supervisor Building Inspections, Supervisor Plumbing and Gas Inspections, Supervisor Electrical Inspections, Landscape Inspectors;
 - (e) Public Health Officers and Animal Control Officers;
 - (f) Director Parks, Recreation and Cultural Services, Assistant Director – Parks, Assistant Director – Recreation, Assistant Director – Cultural Services, Assistant Director – Golf Operations, Manager of Business Operations, Assistant Coordinator – Parks Custodial Services, Supervisor – Sports and Outdoor Recreation, Superintendant – Parks Operations and Superintendant – Parks Development/Security; and
 - (g) officers, employees, contractors and other persons acting on behalf of the City for the purpose of enforcement of one or more of its bylaws.”
- (c) by deleting from Schedule “A” the portion relating to Burnaby Waterworks Regulation Bylaw 1953 in its entirety and substituting the table in Schedule “A” attached to this bylaw.

Read a first time this	day of	, 2018
Read a second time this	day of	, 2018
Read a third time this	day of	, 2018
Reconsidered and adopted this	day of	, 2018

MAYOR

CLERK

P:\42000 Bylaws\42000-20 Bylaws\Bylaw Notice Enforcement Bylaw 2009\13850. Amendment Bylaw No. 1, 2018.doc

Schedule “A”

Section	Contravention Description	Penalty (\$)	Discount (\$)	CA
	Burnaby Waterworks Bylaw 1953			
5	Unauthorized work on City distribution system	500	400	NO
7	Unusual or unnecessary waste of water	100	80	YES
9	Failure to fix water leak in specified time	100	80	YES
12(1)	Operation or use of fire hydrant without approval	400	320	NO
13	Destroying, injuring or interfering with fire hydrant or other fixture	500	400	NO
14	Obstructing fire hydrant valve, stop cock or other fixture	500	400	NO
30	Unauthorized water use	400	320	YES
33(2)(b)	Failure to correct fault	300	240	YES
33(2)(c)	Failure to install a backflow preventer	300	240	YES
33(4)	Failure to maintain or test a backflow preventer	100	80	NO
34(4)	Breaking a seal on a meter bypass or bypassing a meter	500	400	NO
Schedule B, 2.5(d)	Failing to comply with restriction imposed by Director Engineering	200	160	NO
Schedule B, 3.2(a)	Failing to comply with Watering Permit	100	80	NO
Schedule B, 3.2(b)	Failing to post Watering Permit in visible location	100	80	YES
Schedule B, 4.5	Failing to comply with Water Management Plan	100	80	YES

Section	Contravention Description	Penalty (\$)	Discount (\$)	CA
Schedule B, 5.1(a)	Failing to hose with automatic shut-off device	200	160	YES
Schedule B, 5.1(b)	Permitting unnecessary run off on impermeable surfaces	200	160	NO
Schedule B, 5.1(c)	Watering artificial turf or outdoor track except for health or safety reason	200	160	NO
Schedule B, 5.1(d)	Running hose or tap unnecessarily	200	160	NO
Schedule B, 5.1(e)	Faulty, leaking or misdirected irrigation system	200	160	YES
Schedule B, 6.1	Not complying with Stage 1 Restriction	150	100	NO
Schedule B, 7.1	Not complying with Stage 2 Restriction	250	200	NO
Schedule B, 8.1	Not complying with Stage 3 Restriction	350	300	NO
Schedule B, 9.1	Not complying with Stage 4 Restriction	500	450	NO

CITY OF BURNABY

BYLAW NO. 13851

A BYLAW to amend Burnaby Waterworks Regulation
Bylaw 1953

The Council of the City of Burnaby ENACTS as follows:

1. This Bylaw may be cited as **BURNABY WATERWORKS REGULATION BYLAW 1953, AMENDMENT BYLAW NO. 1, 2018.**
2. Burnaby Waterworks Regulation Bylaw 1953, as amended, is further amended by deleting Schedule “B” in its entirety and substituting the schedule attached to this bylaw

Read a first time this day of , 2018

Read a second time this day of , 2018

Read a third time this day of , 2018

Reconsidered and adopted this day of , 2018

Mayor

City Clerk

P:\42000 Bylaws\42000-20 Bylaws\Waterworks Regulation Bylaw 1953\13851. Amendment Bylaw No. 1, 2018.doc

Schedule to Bylaw 13851

SCHEDULE “B”

WATER RESTRICTIONS

PART 1: DEFINITIONS AND INTERPRETATION

1.1 In this Schedule:

“Aesthetic cleaning” means the use of water for cleaning when it is not for a health or safety reason.

“Aesthetic water feature” means a fountain, pond, or other water feature that primarily serves an aesthetic purpose. It does not include ponds that contain fish.

“Automatic shut-off device” means a device attached to a water hose that shuts off the supply of water automatically unless hand pressure is applied to operate the device.

“Automatic vehicle wash system” includes:

- (a) Conveyor vehicle wash – a commercial vehicle washing facility where the customer’s vehicle moves through an enclosed conveyance mechanism during the wash; and
- (b) In-bay vehicle wash – a commercial vehicle washing facility where the customer parks the vehicle inside a bay, and the vehicle remains stationary while a spray mechanism moves over the vehicle to clean it.

“Basic wash and rinse cycle” means a process sequence in an automatic vehicle wash system that consists of a single wash stage followed by a single rinse stage and no additional processes or optional stages; typically this is the minimum level of service that a customer can select, where total water usage is less than 200 litres per vehicle.

“City” means the City of Burnaby.

“Commercial cleaning operation” means a company, partnership, or person that offers commercial cleaning services, including pressure washing, window cleaning, and other similar building cleaning services, to the public for a fee.

“Commercial vehicle washing” means commercial vehicle washing services offered to the public for a fee, but excludes car dealerships, fleet vehicle washing facilities, and charity car washes.

“Director Engineering” means the Director Engineering for the City and his or her designate;

“Drip irrigation” means an irrigation system that delivers water directly to the root zone of the plant at a low flow rate through individual emission points (emitters) using droplets of water and excludes sprinkler irrigation systems, micro-spray systems, misting systems, and soaker hoses.

“Edible plant” means a plant grown for the purpose of human consumption.

“European Chafer Beetle” means an invasive insect pest whose larvae feed on the roots of

grasses, causing serious damage to lawns.

“Even-numbered civic address” means the numerical portion of the street address of a property that ends with an even number, and in the case of multi-unit commercial or residential complex such as townhouses, condominiums or other strata-titled properties, means the numerical portion of the street address that is assigned to the entire complex, and not the individual unit number.

“Flushing water main” discharging water from a water main for routine maintenance such as water quality management and measurement of firefighting flow capacity.

“Golf course” means the greens, tee areas, and fairways that are designed and maintained as playing surfaces for golf, but does not include rough areas or lawns that are not maintained as playing surfaces.

“Governments/Schools/Parks” includes property zoned for local government, provincial, or federal uses including road rights of way, and school, college, and university uses.

“GVWD Commissioner” the person that the Administration Board of the Greater Vancouver Water District appoints as its Commissioner.

“Hand wash and self-service facility” means a commercial vehicle washing facility where the facility’s staff wash the customer’s vehicle, or the customer wash their own vehicles with spray wands and brushes.

“Health and safety reason” means a precaution necessary to protect health and safety, including the removal of contaminants, bodily fluids, slip and fall hazards, controlling pests, and suppressing and controlling dust.

“Impermeable surface” means a material added to the surface of the ground, or on the exterior of a building or structure that is impermeable to water, including but not limited to glass, wood, concrete, asphalt, paving stones, and other similar materials.

“Lawn” means a cultivated area surrounding or adjacent to a building that is covered by grass, turf, or a ground cover plant such as clover, including areas such as boulevards, parks, school yards and cemeteries, but excluding golf courses, soil-based playing fields, and sand-based playing fields.

“New lawn” means a lawn that is newly established either by seeding or the laying of new sod or turf.

“Non-residential” includes properties zoned for a permitted use other than a residential use, including commercial, industrial, and institutional uses, and including a property zoned for mixed residential and non-residential uses, but excluding governments/schools/parks.

“Non-residential pool and hot tub” means a pool or hot tub permitted to be operated in accordance with health authorities having jurisdiction over pool and hot tub regulation, including pools and hot tubs operated by government agencies, hotels, multi-family strata corporations, and private clubs.

“Odd-numbered civic address” means the numerical portion of the street address of a property that ends with an odd number, and in the case of multi-unit commercial or residential complex such as townhouses, condominiums or other strata-titled properties,

means the numerical portion of the street address that is assigned to the entire complex, and not the individual unit number.

“Over-seeded” means the application of grass seed on existing turf, typically in early fall or spring and may also include associated processes such as aeration, weeding, dethatching and fertilization, for the purpose of mitigating against grass thinning.

“Public announcement” means one or more advertisements or public service announcements in any one of:

- (a) a television or radio broadcast from a station that broadcasts to the City;
- (b) a newspaper or other publication intended for general circulation, including one that is distributed without charge to the reader, that contains news and advertising, and is distributed within the City at least once per week;
- (c) City website or social media site.

“Residential” means a property zoned for single-family or multi-family residential use.

“Residential pool and hot tub” means a residential pool or hot tub installed for the use of the occupants and guests of one single family dwelling or duplex and does not require a permit in accordance with health authorities having jurisdiction over pool and hot tub regulation.

“Restriction Stage” means the period when Stage 1 Restrictions, Stage 2 Restrictions, Stage 3 Restrictions or Stage 4 Restrictions, as applicable, are in force;

“Sand-based playing field” means a playing field that is constructed with a highly permeable sand-based root zone typically 30 to 40 centimetres deep over a drainage system with drain pipes bedded in gravel, and is designed and maintained to be playable year-round.

“Soaker hose” means a garden hose or pipe with small holes that allow water to seep into the ground, to the roots of plants, discharging water through the entire length of its porous surface.

“Soil-based playing field” means a playing field that is covered with grass, sod or turf that is designed and maintained to be played upon, or that is used for sporting or other community events and activities, but does not include lawns, golf courses, or sand-based playing fields.

“Stage 1 Restrictions” means the restrictions on use of Water set out in Part 6 of this Schedule.

“Stage 1 Restrictions Period” means May 1 until October 15 of each year, or such other period established by the GVWD Commissioner;

“Stage 2 Restrictions” means the restrictions on use of Water set out in Part 7 of this Schedule.

“Stage 3 Restrictions” means the restrictions on use of Water set out in Part 8 of this Schedule.

“Stage 4 Restrictions” means the restrictions on use of Water set out in Part 9 of this Schedule.

“Vehicle” a device in, on or by which a person or item is or may be transported or drawn on a highway or other roadway.

“Water” used as a noun means water supplied directly or indirectly by Greater Vancouver Water District or the City, but does not include rainwater, gray water, any form of recycled water, or water supplied from a source other than Greater Vancouver Water District or the City;

“Water” used as a verb, and **“Watering”**, mean the application or distribution of Water (used as a noun) with any device or tool, including a sprinkler, hose, mister or drip irrigation.

“Water management plan” means a plan approved by the Director Engineering pursuant to Part 4 of this Schedule.

“Water play park” means a recreational facility that is primarily outdoors, including spray pools and wading pools, spray parks, splash pads, and water slides.

“Watering Permit” means a permit issued or extended by the Director Engineering pursuant to Part 3 of this Schedule

- 1.2 The City Clerk and the Director Engineering or either of them may delegate some or all of their powers and duties provided for in this Schedule.

PART 2: WATER RESTRICTION STAGE ACTIVATION AND DEACTIVATION

- 2.1 Stage 1 Restrictions are in force during the Stage 1 Restrictions Period, unless the GVWD Commissioner activates another Restriction Stage.
- 2.2 The GVWD Commissioner may, at any time, activate and deactivate Stage 2 Restrictions, Stage 3 Restrictions or Stage 4 Restrictions and such Restriction Stage shall be effective on the date declared by the GVWD Commissioner or immediately if no date is declared by the GVWD Commissioner.
- 2.3 Upon notification by the GVWD Commissioner of a Restriction Stage activation, the City shall as soon as practicable make a Public Announcement of the activation of the Water Restriction Stage.
- 2.4 A Restriction Stage that had been activated ceases to be in force upon the activation of another Restriction Stage.
- 2.5
 - (a) If at any time the Director Engineering deems it to be in the public interest, he or she may direct that any and all less essential services be further reduced or curtailed until such time as he or she deems it advisable to restore any or all of the services.
 - (b) The Director Engineering may impose restrictions under paragraph 2.5(a) in any part of the City or all of the City as he or she deems advisable.
 - (c) Any such restrictions will come into force in the City on the date established by the

Director Engineering or immediately after the City makes a Public Announcement of the restrictions if no date is established by the Director Engineering.

- (d) No person will act contrary to the restrictions imposed by the Director Engineering pursuant to paragraph 2.5(a).

PART 3: WATERING PERMITS

3.1 Subject to section 3.5 of this Schedule, the Director Engineering may issue a Watering Permit, on terms and conditions that may be imposed by the Director Engineering, to:

- (a) a person who has installed a new Lawn, either by placing sod or turf or by seeding on a substantial part of the outdoor portion of a premises;
- (b) a person who is treating a Lawn for the European Chafer Beetle or other pest management purposes; or
- (c) an operator or owner that has newly Over-Seeded a Soil-Based Playing Field or Sand-Based Playing Field,

upon application by the person, operator or owner and, except for a person referred to in section 3.1(b), payment of a fee in the amount of \$50.00.

3.2 A person, operator or owner issued a Watering Permit shall:

- (a) comply with all terms and conditions of the Watering Permit; and
- (b) post the Watering Permit in a location within the property that is easily visible from the street adjacent to the front entrance of the property.

3.3 A Watering Permit shall expire and be of no force or effect:

- (a) 21 days after the date of issuance, unless the Watering Permit has been extended pursuant to section 3.4; or
- (b) upon the activation of Stage 4 Restrictions by the GVWD Commissioner.

3.4 Before the expiration of a Watering Permit, the holder of the Watering Permit may apply for one extension on the same terms and conditions as may be imposed under section 3.1. Such extension shall expire:

- (a) on or before 42 days, as determined by the Director Engineering, from the date of the issuance of the Watering Permit under section 3.1;
- (b) upon the activation of Stage 4 Restrictions by the GVWD Commissioner.

3.5 The Director Engineering shall not issue or extend a Watering Permit when Stage 3 Restrictions or Stage 4 Restrictions are in force.

PART 4: WATER MANAGEMENT PLANS

- 4.1 The Director Engineering may approve a Water Management Plan, on obligations, terms, conditions and restrictions that may be imposed by the Director Engineering, to an operator (including the City) of:
- (a) a Golf Course;
 - (b) a Soil-Based Playing Field; or
 - (c) a Sand-Based Playing Field,
- upon application by the operator or owner.
- 4.2 An operator or owner of a Golf Course, Soil-Based Playing Field or Sand-Based Playing Field may apply to the Director Engineering for approval of a Water Management Plan setting out:
- (a) the volume of Water consumed by the Golf Course, Soil-Based Playing Field or Sand-Based Playing Field during the Stage 1 Restrictions Period in the past five (5) years or such shorter period for which such information is available;
 - (b) the volume of Water to be consumed by the Golf Course, Soil-Based Playing Field or Sand-Based Playing Field for the Stage 1 Restrictions Period(s) under the proposed Water Management Plan;
 - (c) the measures to be followed to conserve Water and to reduce the use of Water;
 - (d) the schedule for Watering specified areas within the Golf Course, Soil-Based Playing Field or Sand-Based Playing Field for each of Stage 1 Restrictions, Stage 2 Restrictions and Stage 3 Restrictions;
 - (e) the obligation on the operator and owner to report its actual water use in respect to the Golf Course, Soil-Based Playing Field or Sand-Based Playing Field to the Director Engineering:
 - (i) not less than once per month when Stage 1 Restrictions and Stage 2 Restrictions are in force; and
 - (ii) not less than once every two weeks when Stage 3 Restrictions are in force;
 - (f) such other information, obligations, terms, conditions or restrictions as the Director Engineering may require.

The Director Engineering may accept estimates of Water volumes and may waive or vary any of the foregoing requirements.

- 4.3 An operator or owner of a Golf Course, Soil-Based Playing Field or Sand-Based Playing Field may apply to the Director Engineering for an amendment to an approved Water Management Plan by submitting to the Director Engineering an amended Water Management Plan.
- 4.4 The Director Engineering may approve amendments to a Water Management Plan, on obligations, terms, conditions and restrictions that may be imposed by the Director Engineering.

- 4.5 Upon approval of a Water Management Plan or amended Water Management by the Director Engineering, the operator and owner shall not Water its Golf Course, Soil-Based Playing Field or Sand-Based Playing Field except in compliance with the obligations, terms, conditions and restrictions set out in the Water Management Plan or amended Water Management Plan.
- 4.6 The Director Engineering may rescind or suspend approval for all or part of a Water Management Plan by notifying the operator or owner in writing at least seven days prior to the rescission or suspension date.

PART 5: GENERAL RESTRICTIONS AND EXEMPTIONS

- 5.1 Every person shall comply with the following restrictions during all Restriction Stages:
- (a) all hoses shall have an automatic shut-off device;
 - (b) Water shall not unnecessarily run off on impermeable surfaces such as driveways, curbs, pathways, or gutters when watering lawns and plants;
 - (c) artificial playing turf and outdoor tracks shall not be Watered except for a health or safety reason;
 - (d) hoses and taps shall not run unnecessarily;
 - (e) irrigation systems must not be faulty, leaking, or misdirected.
- 5.2 The City may use Water during any Restriction Stage and are exempt from restrictions in all Restriction Stages for activities that are necessary for the purpose of protecting public health and safety, including without limitation:
- (a) flushing water mains where a significant health or safety concern is identified;
 - (b) washing down public spaces where significant health concerns are raised, or on the recommendation of the local health authority;
 - (c) wetting forest and park perimeters or boulevards as part of a fire prevention strategy during extreme hot and dry weather, or on the recommendation of the Fire Chief for the City; and
 - (d) protecting publicly funded infrastructure such as community playing fields or swimming facilities, on the recommendation of the City Manager for the City.

PART 6: STAGE 1 RESTRICTIONS

- 6.1 When Stage 1 Restrictions are in force, every person shall comply with the following restrictions:

Use	Water Use	Restriction
RESIDENTIAL	Watering Lawns	Even-numbered civic addresses: restricted to Wednesdays and Saturdays from 4 am to 9 am Odd-numbered civic addresses: restricted to Thursdays and Sundays from 4 am to 9 am
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	Watering outside restricted times for the civic address only permitted if in compliance with a valid Watering Permit
	Watering trees, shrubs, and flowers excluding edible plants	Restricted to 4 am to 9 am on any day if using a sprinkler Permitted on any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
NON-RESIDENTIAL	Watering Lawns (mixed-use properties, e.g. residential and commercial, shall comply with Non-Residential watering restrictions)	Even-numbered civic addresses: restricted to Mondays from 1 am to 6 am and Fridays from 4 am to 9 am Odd-numbered civic addresses: restricted to Tuesdays from 1 am to 6 am and Fridays from 4 am to 9 am
	Watering New Lawns or Lawns being treated for European Chafer Beetle or other pest	Watering outside restricted times for the civic address only allowed if in compliance with a valid Watering Permit
	Watering trees, shrubs, and flowers excluding edible plants	Restricted to 1 am to 9 am on any day if using a sprinkler Permitted on any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
GOVERNMENTS / SCHOOLS / PARKS	Watering lawns and grass boulevards	Even-numbered civic addresses: restricted to Mondays from 1 am to 6 am and Fridays from 4 am to 9 am Odd-numbered civic addresses: restricted to Tuesdays from 1 am to 6 am and Fridays from 4 am to 9 am
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	Watering outside restricted times for the civic address only allowed if in compliance with a valid Watering Permit

Use	Water Use	Restriction
	Watering trees, shrubs, and flowers excluding edible plants	Restricted to 1 am to 9 am on any day if using a sprinkler Permitted on any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering Soil-Based Playing Fields	Restricted to 7 pm to 9 am on any day, except if: (a) Watering newly Over-Seeded fields if in compliance with a valid Watering Permit (b) Operating under a valid Water Management Plan
	Watering Sand-Based Playing Fields	Restricted to 7 pm to 9 am on any day, except if: (c) Watering newly Over-Seeded fields if in compliance with a valid Watering Permit (d) Operating under a valid Water Management Plan
	Flushing water mains	Prohibited, unless exempted by s. 5.2 of this Schedule

PART 7: STAGE 2 RESTRICTIONS

7.1 When Stage 2 Restrictions are in force, every person shall comply with the following restrictions:

Use	Water Use	Restriction
RESIDENTIAL	Watering Lawns	Even-numbered civic addresses: restricted to Wednesdays from 4 am to 9 am Odd-numbered civic addresses: restricted to Thursdays from 4 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle or other pest	Watering outside restricted times for the civic address only allowed if in compliance with a valid Watering Permit
	Watering trees, shrubs, and flowers excluding edible plants	Restricted to 4 am to 9 am on any day if using a sprinkler Permitted on any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Washing impermeable surfaces	Prohibited except if: (a) For a health or safety reason (b) Preparing a surface for painting or similar treatment (c) Aesthetic cleaning by a commercial cleaning

Use	Water Use	Restriction
		operation
	Topping up or filling aesthetic water features	Prohibited
NON-RESIDENTIAL	Watering Lawns (mixed-use properties, e.g. residential and commercial, shall comply with Non-Residential watering restrictions)	Even-numbered civic addresses: restricted to Mondays from 1 am to 6 am Odd-numbered civic addresses: restricted to Tuesdays from 1 am to 6 am
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	Watering outside restricted times for the civic address only allowed if in compliance with a valid Watering Permit
	Watering trees, shrubs, and flowers excluding edible plants	Restricted to 1 am to 9 am on any day if using a sprinkler Permitted on any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering Golf Courses	Fairways Watering anytime on any one day in a 7-day period, except if operating under a valid Water Management Plan
	Washing impermeable surfaces	Prohibited except if: (a) For a health or safety reason (b) Preparing a surface for painting or similar treatment (c) Aesthetic cleaning by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
GOVERNMENTS / SCHOOLS / PARKS	Watering lawns and grass boulevards	Even-numbered civic addresses: restricted to Mondays from 1 am to 6 am Odd-numbered civic addresses: restricted to Tuesdays from 1 am to 6 am
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	Watering outside restricted times for the civic address only allowed if in compliance with a valid Watering Permit

Use	Water Use	Restriction
	Watering trees, shrubs, and flowers excluding edible plants	Restricted to 1 am to 9 am on any day if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering Soil-Based Playing Fields	Restricted to no more than 4 days in a 7-day period from 7 pm to 9 am, except if: (a) Watering newly Over-Seeded fields if in compliance with a valid Watering Permit (b) operating in compliance with a valid Water Management Plan
	Watering Sand-Based Playing Fields	Restricted to 7 pm to 9 am on any day, except if: (a) Watering newly Over-Seeded fields if in compliance with a valid Watering Permit (b) operating under a valid Water Management Plan
	Flushing water mains	Prohibited, unless exempted by s. 5.2 of this Schedule
	Operating water play parks and pools	Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic water features	Prohibited

PART 8: STAGE 3 RESTRICTIONS

8.1 When Stage 3 Restrictions are in force, every person shall comply with the following restrictions:

Use	Water Use	Restriction
RESIDENTIAL	Watering Lawns	Prohibited
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	Only permitted if in compliance with a valid Watering Permit issued or extended prior to activation of Stage 3 Restrictions No new permits issued or extended
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Washing impermeable surfaces	Prohibited except if: (a) for a health or safety reason (b) preparing a surface for painting or similar treatment

Use	Water Use	Restriction
		by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
NON-RESIDENTIAL	Watering Lawns (mixed-use properties, e.g. residential and commercial, shall comply with Non--Residential watering restrictions)	Prohibited
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	Only permitted if in compliance with a valid Watering Permit issued or extended prior to activation of Stage 3 Restrictions No new permits issued or extended
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Watering golf courses	Fairways Watering prohibited except if operating under a valid Water Management Plan
	Washing impermeable surfaces	Prohibited except if: (a) For a health or safety reason (b) Preparing a surface for painting or similar treatment by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation

Use	Water Use	Restriction
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
	Commercial vehicle washing	Prohibited except if: <ul style="list-style-type: none"> (a) a facility that installed an automatic vehicle wash system before November 1, 2017, is operating on a basic wash and rinse cycle only (b) a facility that installed an automatic vehicle wash system after November 1, 2017, is operating using a water recycling system that achieves a minimum 60% water recovery rate over the full wash cycle (c) a hand wash and self-service facility, is operating using high-pressure wands or brushes that achieve a maximum flow rate of 11.4 litres per minute
GOVERNMENTS / SCHOOLS / PARKS	Watering Lawns and grass boulevards	Prohibited
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	Only permitted if in compliance with a valid Watering Permit issued or extended prior to activation of Stage 3 Restrictions No new permits issued or extended
	Watering trees, shrubs, and flowers	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Watering Soil-Based Playing Fields	No more than 3 days in a 7-day period from 7 pm to 9 am except if: -Watering newly over-seeded fields if in compliance with a local government permit -Operating under an approved local government water management plan
	Watering Sand-Based Playing Fields	No more than 5 days in a 7-day period from 7 pm to 9 am, except if: <ul style="list-style-type: none"> (a) Watering newly over-seeded fields if in compliance with a local government permit (b) operating under a valid Water Management Plan
	Flushing water mains	Prohibited, unless exempted under s. 5.2 of this Schedule
	Operating water play parks	Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic water features	Prohibited

Use	Water Use	Restriction
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety

PART 9: STAGE 4 RESTRICTIONS

9.1 When Stage 4 Restrictions are in force, every person shall comply with the following restrictions:

Use	Water Use	Restriction
RESIDENTIAL	Watering Lawns	Prohibited
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	All Watering Permits are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing impermeable surfaces	Prohibited except if ordered by a regulatory authority having jurisdiction for a health or safety reason
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
NON-RESIDENTIAL	Watering Lawns (mixed-use properties, e.g. residential and commercial, shall comply with Non-Residential watering restrictions)	Prohibited

Use	Water Use	Restriction
	Watering New Lawns or Lawns being treated for the European Chafer Beetle or other pest	All Watering Permits are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited
	Watering Golf Courses	Prohibited
	Washing impermeable surfaces	Prohibited except if ordered by a regulatory authority having jurisdiction for health or safety reason
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
	Commercial vehicle washing	Prohibited
GOVERNMENTS / SCHOOLS / PARKS	Watering Lawns and grass boulevards	Prohibited
	Watering New Lawns or Lawns being treated for European Chafer Beetle or other pest	All Watering Permits are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited
	Watering soil-based playing fields	Prohibited
	Watering sand-based playing fields	Prohibited
	Flushing water mains	Prohibited, unless exempted under s. 5.2 of this Schedule
	Operating water play	Prohibited

Use	Water Use	Restriction
	parks	
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety